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FRIDAY, MAY 14, 1920.

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REUTER'S TELEGRAMS.

THE PRICE OF COAL.

DEBATE IN HOUSE OF COMMONS.

London, May 13. In the House of Commons, Mr. Bruce moved the adjournment to draw attention to the increased price of domestic coal, which he asked the Government not to impose. He approved of the reasons for the increase in industrial coal. Sir Robert Horne, replying, said the present was the most convenient season to start the policy of termination of the coal subsidies. While the miners were entirely free from blame as regards production, the coal owners were showing a lack of energy, owing to the unsettled situation in consequence of the agitation for nationalisation. He did not consider that the latter would produce equally good results as private enterprise. American coal, which was not available last winter owing to the coal strike, was now entering the European markets in considerable quantities and was being sold in France for less than British coal. It was impossible to predict what the future export profits would be. Therefore there was all the more reason to put the coal used in Great Britain on a sound foundation.

The motion was defeated by 183 votes to 49.

ALIENS BILL.

SOME IMPORTANT PROVISIONS.

London, May 12. The Aliens Naturalisation Bill, which is being introduced in the House of Lords by Lord Stanhope, has been published. Inter alia, the measure provides that no alien may be appointed to the Civil Service nor as Master, Chief Officer or Chief Engineer of a British merchant vessel registered in the United Kingdom, exceptions being made those who have performed faithful service in the war. Aliens are also debarred from holding pilotage certificates, exception being made in the case of French nationals using the ports of Newhaven and Grimsby. Special clauses have been inserted providing for equal powers of naturalisation for British possessions, subject to a proviso in the case of the Dominions that the measure be adopted by the Legislatures of the Dominions.

EX-GERMAN MERCHANTMEN.

AN INTERESTING STATEMENT.

London, May 12. In the House of Commons, replying to Mr. Alfred Davies, Mr. Wilson said excluding the ships captured by joint British and Allied forces and the ships condemned as to part only of their interest, and numerous miscellaneous small craft, the total number of ex-enemy merchantmen over 500 tons so far condemned in British Prize Courts is 98. With the exception of ships retained by the Overseas Governments, these had been run on British Government account. The sale of fifteen of these vessels realised £1,500,000. The trading results were not available.

THE IRISH PROBLEM.

NEW MEASURES BEING TAKEN.

London, May 12. In the House of Commons, replying to Mr. O'Neill, Mr. Bonar Law stated that General Macready had already taken most important steps to ensure greater co-operation between the police and military in Ireland, and yesterday he made many other suggestions to the Cabinet, all of which will be carried out. General Macready believed the changes would have a speedy effect. Mr. Bonar Law emphasised that the Government would take any action which it believed would tend to restore decent conditions in Ireland.

BRITAIN'S HEAVY TAXES.

A LESSON TO THE WORLD.

London, May 12. The House of Commons passed the second reading of the Finance Bill without a division. Mr. Baldwin, Secretary to the Treasury, winding up the debate, disagreed with those who thought that the Chancellor was trying to do too much and that we were robbing ourselves now for the benefit of posterity. The knowledge that the British were willingly taxing themselves so heavily this year would have the greatest effect in making the world realise that we were going to set our house in order.

UKRAINIANS OCCUPY ODESSA.

London, May 12. It is officially announced that the Ukrainians have occupied Odessa.

EARLIER SPECIAL TELEGRAMS.

(from Our Own Correspondent.)

SINGAPORE HONOURS.

Singapore, May 13. Governor and Lady Guillemand held their first "At Home" at Government House last evening. The Governor decorated the Colonial Treasurer, Mr. Pountney, with the C.B.E., and also presented the O.B.E. to Mr. W. Bartley. There was a large audience including the Sultan of Perak.

TROUBLE ON A TRANSPORT.

MARINE COURT CASE.

Eleven of the crew of H. M. transport Huntsend were charged this morning in the Marine Court before Captain Basil Taylor, R. N., Marine Magistrate, for damaging the baggage room of the vessel in Singapore harbour and by reason of drunkenness omitting to do a lawful act required to be done by them on the 6th instant contrary to Section 220, Sub Sections A and B, of the Merchant Shipping Act of 1894.

Mr. F. B. L. Bowley, appeared for Captain Stuart of the Huntsend, who is the complainant in the case.

At the last hearing of the case, yesterday afternoon, the men expressed a desire to obtain the services of a solicitor and the case was adjourned in order to give them the opportunity of doing so.

No solicitor appeared this morning for the defendants and the case was adjourned for an hour to enable them to get one.

Inspector Gordon explained that the defendants had been locked up all night. If their friends had taken any interest in them they would have had a solicitor there this morning.

Eventually Mr. Rowan was engaged.

Mr. Bowley asked leave to add another charge, that of being absent without leave on May 6.

Captain Stuart said that he reached Singapore on May 6th at noon. He had difficulty in keeping steam, half an hour after leaving harbour. This was at 12.30. There was strong tide running and there might have been serious damage. The Chief Engineer came to the bridge and said he thought it would be impossible to keep steam as the men were in a hopeless state. The complainant was navigating narrow waters and there was considerable risk. All the time the ship was being swept off the course, which was very dangerous.

Cross-examined by Mr. Rowan, the complainant said that the chief engineer, when he came on board, did not mention any names. He said he doubted if steam could be kept up as the men were hopelessly intoxicated. Complainant knew that the thirteen defendants were drunk, as he sent for the list. He suspected the first defendant as being the ringleader, as the baggage lost was found in his drawer. He suspected the seventh defendant as he was an out-and-out bad man. He was very talkative that morning.

Mr. Rowan.—Simply because he was talkative?

Complainant.—No, simply because he was a rogue. I can give you many specific instances of what he did. He threatened to stab the ship's cook with a knife. I can go into innumerable charges. The collars were found in the first defendant's drawer.

Continuing, complainant said Singapore harbour was a dangerous harbour, but near the approaches the vessel could go full speed. There was a difference between going out and coming in. Going out it was prudent to fast.

Captain Taylor (to Mr. Rowan).—Allow me to point out that the faster the vessel goes the easier it is to steer. It is therefore prudent to go fast when going out.

The fourth officer of the vessel, examined, said he was the officer told off to assist over the military baggage. The baggage room was on the upper deck. The only way was through the hatch and the main deck. The No. 3 hatch was battened down. On the morning of the 6th May he found several cases of wines and spirits had been ransacked, as well as some of the baggage of the officers. He reported this to the Chief Officer. The Chief Officer and himself went down to the hold. A search was posted on No. 3 upper deck and another one on the main deck. The opinion that he formed on

THE VOLUNTEERS.

LAST NIGHT'S VOTING.

Balloting for officers and N.C.O.'s of the following Companies took place at Volunteer Headquarters last night, and resulted thus:

Scottish Company: Lt. G. H. Gordon, Sgt. T. W. Hill, Corporals M. Rafton, J. McHuicheon, Lance-Corporals A. G. Simpson, D. J. Purvis and W. J. Crawford.

Light Infantry and Infantry Companies: Company Commander G. E. Stewart, Lieut.-F. C. Hall, Sergeants T. P. M. Bevin and W. H. Edmonds, Corporals Mead, C. A. Grimes and S. Lobel, Lance-Corporals P. S. Cassidy, G. H. Haskett and E. R. Dovey.

Mounted Infantry: Sergeant G. C. Maxon, Corporal H. B. Dowbiggin.

BOUND FOR TIENSIN.

INDIAN BATTALION HERE.

H. M. transport Huntsend, which is at present in port, is carrying the Second Battalion of the 25th Cooke's Rifles, Frontier Force, to Tientsin. The Battalion has been stationed in Delhi, India, for two years, and was formed in Umballa, the Punjab Province, six months before its transfer to Delhi. The Battalion is expected to be in Tientsin for three years. It is commanded by Major de Crespigny, M.C. The other officers are Colonel Finnis, Captain Smally, Captain Best, Captain Stileman, Lieutenant Captain Jones, and Ellis.

The Battalion consists of one company of Sikhs, two companies of Pathans, and one of Dogras. It has seen no active service. Its strength is some 700 rank and file. It goes to Tientsin to relieve the 18th Infantry.

FATAL ACCIDENT.

The Sham Shui Po Police a few days ago were called on to investigate a fatal accident. A Chinese workman at the Sham Shui Po Quarry was the victim. He was suffocated by a fall of earth whilst he was at work in one of the tunnels. As he was the only man in the tunnel at the time, the accident occurred unnoticed until a few hours later, when he was missed. On going into the tunnel, the searchers were surprised to see a mound of earth right across the width of the excavation. On digging away the earth they came across the body of the unfortunate man. There were no marks of injury on his person, and it is surmised that whilst picking away at the side of the tunnel, the earth fell in an avalanche on top of him, and though not killed by its force, he met his death by suffocation. The remains were removed to the mortuary.

examination of the hold was that the lower twin hatch was prised open from below. After leaving Bombay the hatch was battened down. Everything was in order on the evening of the 5th. The chief officer, Mr. Basil Ray, said he made an inspection of the baggage room with the fourth officer on the morning of the 6th May after breakfast. Immediately below the hold he found a lot of straw, some empty wine bottles and empty wine cases. One case had the mark of the 55th Rifles' Mess. The officers' kit and other things were in the baggage room. He searched the greaser's drawers and found six collars belonging to Lieut. W. C. Ellis.

The case is proceeding.

POLICE PAY.

NEW RATES DON'T SATISFY.

The European Lance-Sergeants of the Hongkong Police Force (previously designated constables) are not satisfied with the new scale of pay, and we hear that a meeting of these men is called for to-morrow at noon, in the Police Library, to consider what shall be done.

These Lance-Sergeants have been enjoying an increase of twenty per cent. on their salaries pending the receipt of the report on the Civil Service Salary Commission's recommendations.

Although the new scale of pay authorised by the Secretary of State for the Colonies confers an increase of about forty per cent. the Lance-Sergeants are not happy over it.

The principal grievance is that what has been given with one hand has been taken away with another, and on the whole there is extremely little benefit conferred. The elimination of allowance is a big factor. Lance-Sergeants when on extra duty previously got a dollar an hour during the day and more at night. The extra duty was at the Theatres, guarding bullion for the Banks when such bullion was on transport, and other guard duty for corporations. Under the new scheme there is no extra pay for such duties. On an average the Lance-Sergeant used to make in these extra duties, on an average, \$40 a month, while those in the Water Police earned much more than those on land.

Again it is argued that previously these men were drawing 80 per cent. of their pay at the rate of 1s. 9d. to the dollar, but now they will get paid at a flat rate of 2s. Under the new scheme Lance-Sergeants, as already announced, will get £160 per annum, and this, in view of the fact that there is going to be no extra money for extra work, is tantamount to practically no increase for the men.

The Captain Superintendent has given his permission for the holding of the meeting by the Lance-Sergeants, and the decision to be arrived at on Saturday will be duly communicated to him.

There are about seventy Lance-Sergeants in the Police Force, of whom about thirty are new recruits. The men have not quite made up their minds whether to accept the new terms, but it is forecasted that they will ask that they be given the allowances that they have previously enjoyed.

PAISLEY ELECTION EXPENSES.

Election expenses at Paisley have been returned as follows: Mr. Asquith (L.), £932 7s.; Mr. Biggar (Lab.), £859 4s.; Mr. Mackean (C.U.), £875 14s.

OLD EXCUSES.

BY OPIUM SMUGGLERS.

That well-known plea advanced by smugglers of arms and opium, "ignorance of the regulations," is apt to become monotonous by too frequent repetitions.

When a Chinese stood before Mr. R. O. Butchison, at the Police Court this morning, on a charge of attempting to import 17 tubes of Java opium, and gave the favourite story, His Worship, with some irritation, exclaimed: "Surely you ought to know the regulations."

Evidence having been given of the arrest, the prisoner was fined \$25.

Another Chinese who stuck to the story of "being given the opium to carry" was fined \$50, or three months, by the same Magistrate. The amount of drug found on his person at the time of his arrest, on the Canton wharf, was 10 taels, which was confiscated in consequence of an order from His Worship.

Yesterday, being his unlucky day, he was seen by Sergeant McAlvey, who brought both father and son to the Police Station, where the relationship between the two was established. The man was a huffy-looking individual, who looked as if he could follow a better profession than beggaring.

It was stated at the Police Court this morning when the man was charged, that there were found in his pockets 70 cents which represented his child's earnings. He was fined \$2, or five days' hard labour. The child was transferred to the care of the Fo-Lung Kuk.

BEGGAR NUISANCE.

A FATHER'S DODGE.

The reputation which the Colony has attained as a paradise for beggars has increased the duties of the Police, who, to check the ever-growing number of mendicants in the Colony, have deputed Sergeant McAlvey to look after this particular section of the Colony's nuisances. In his capacity as the "Terror of all Beggars," the Sergeant has, figuratively speaking, won many scalps. Being on the war-path yesterday, he was the means of exposing another of the tricks which one cunning beggar has practised, much to his pecuniary benefit.

This man had a small boy, his son, who was taught to crawl on his hands and knees in the streets, this posture serving to display on his back a scroll on which the pathetic story of being an orphan without means of self-support was advertised. The hopeful father used to walk a few paces behind his child, and needless to relate, catch the coins that were flung by compassionate passers-by.

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It was stated at the Police Court this morning when the man was charged, that there were found in his pockets 70 cents which represented his child's earnings. He was fined \$2, or five days' hard labour. The man was discharged.

COMING TENNIS ROOM.

BIG DEMAND FOR REQUISITES.

There is no doubt that the dancing craze will be followed by a boom in lawn tennis, writes a *Daily Chronicle* representative.

In suburbs and the smaller provincial towns young folks are talking about lawn tennis and the lure of the game, and "tennis teas" for the discussion of plans for the coming season are the order of the day.

All the big sports stores are making special plans to cope with the demand for lawn tennis requisites.

The manager of Selfridges stated:—

"People are clamouring for lawn tennis racquets, though good ones cost from 55s. to 60s. each. We were selling them as fast as we could at Christmas, and I have had to go out and scour London in a taxi for more."

Everyone is going to play lawn tennis. I am myself, though I never did before; but the Army has increased the love of outdoor sports among men, and ladies are keen on the social possibilities of tennis."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s./3d.

THE WEATHER.

Forecast: Rain. Barometer: 29.74. Temperature 2 p.m.: 78. Humidity 2 p.m.: 81.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Gymkhana at Happy Valley—3.30 p.m.

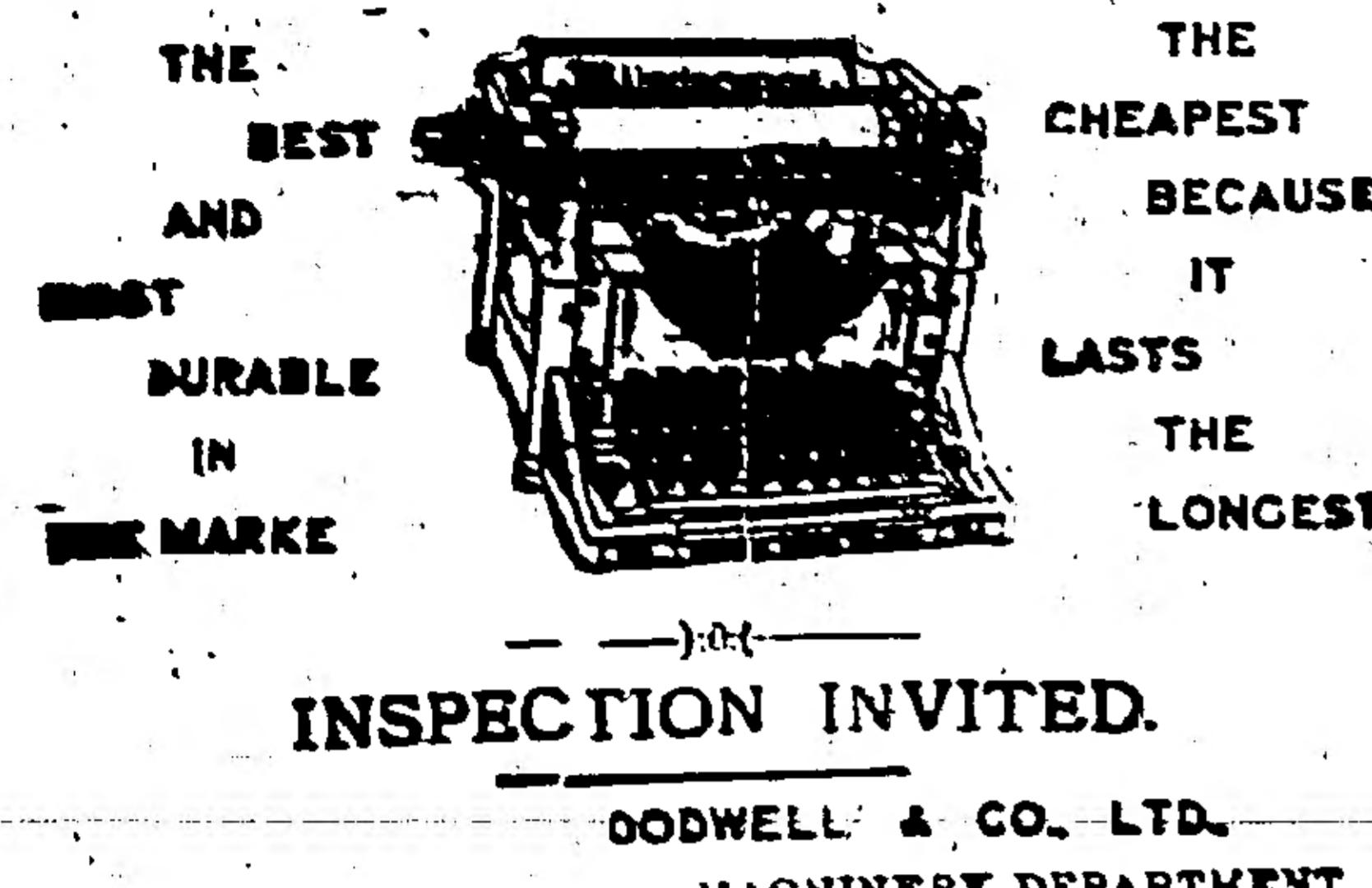
Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, MAY 17.

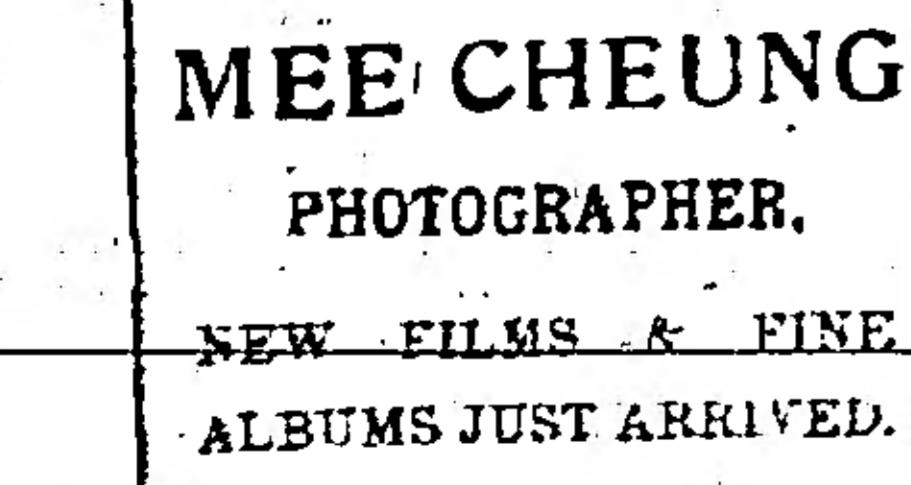
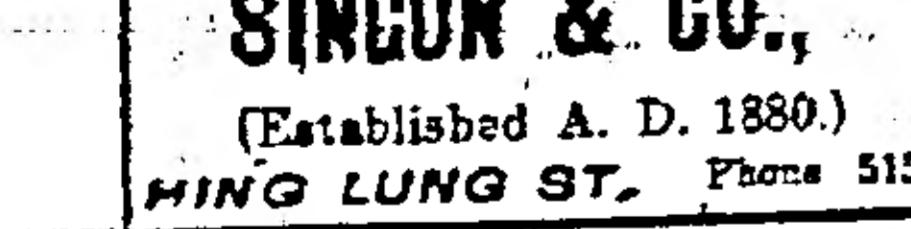
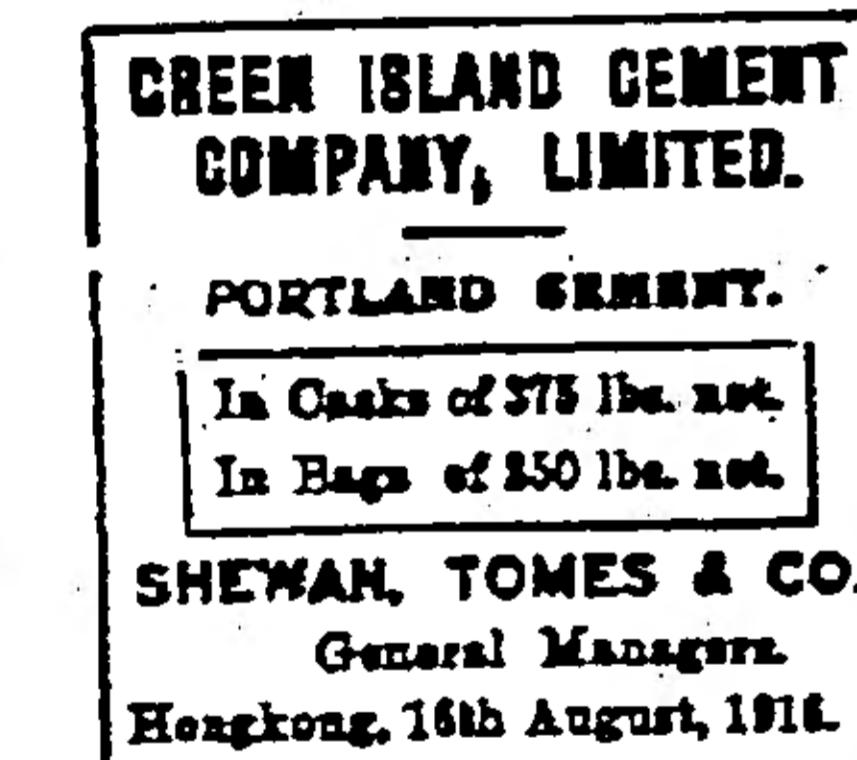
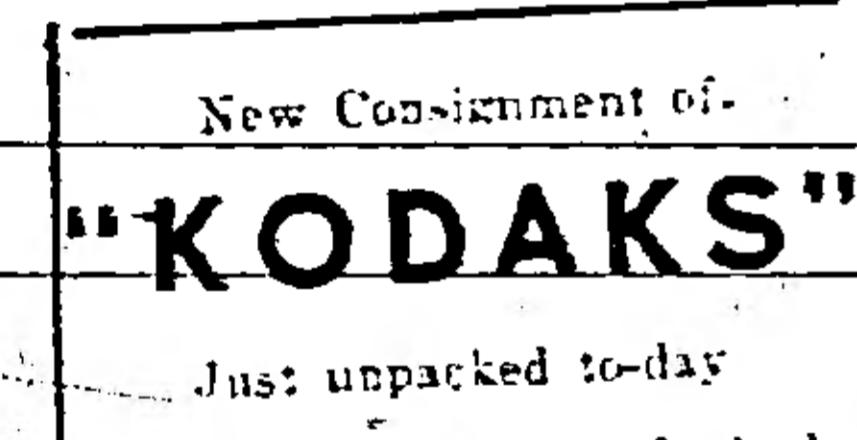
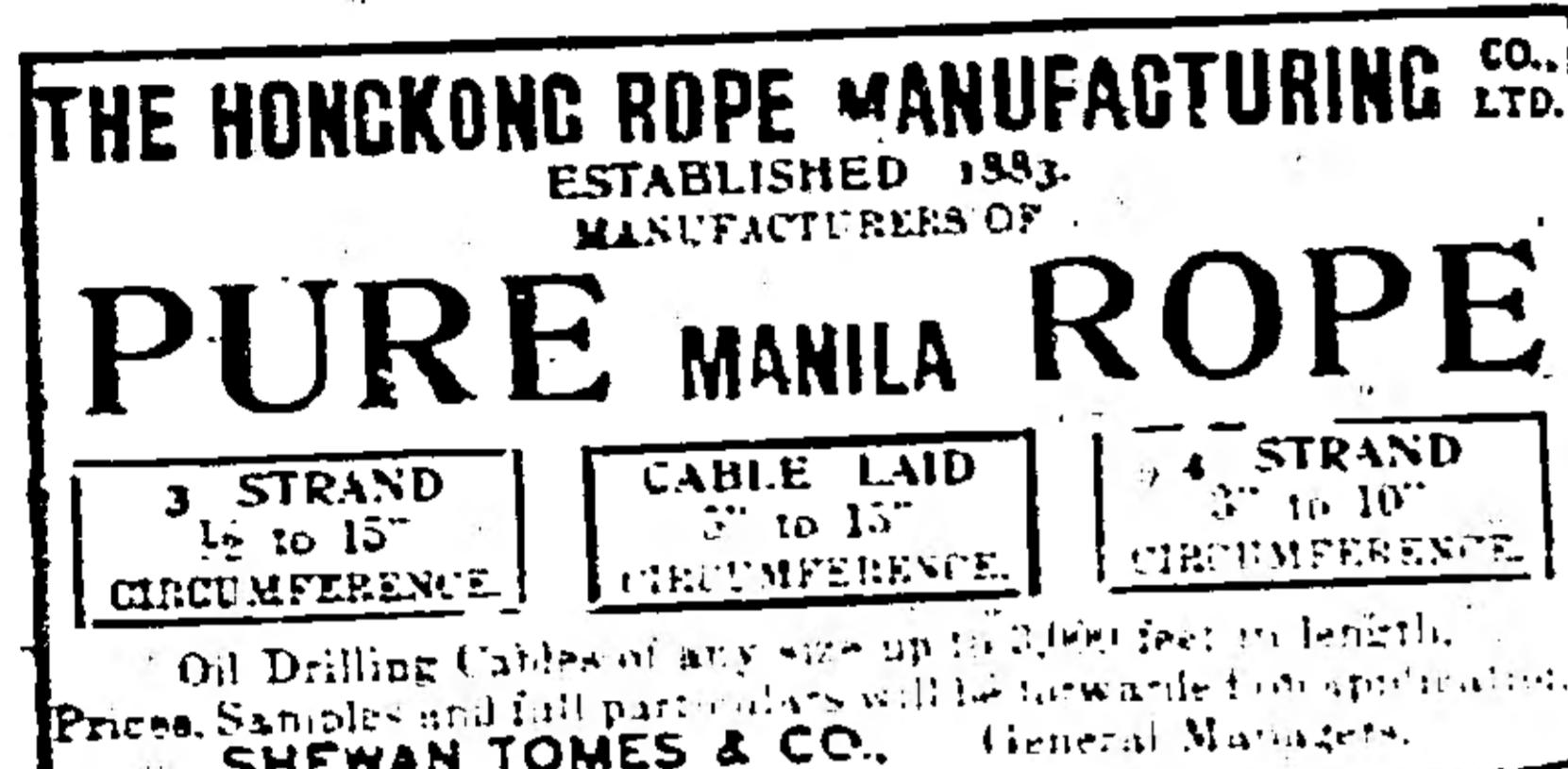
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PORTUGAL IN PERIL.

THE SITUATION TO-DAY.

Writing in the *Daily Chronicle*, Sir Henry Lucy says:—When, on the assassination of King Carlos, his son and successor hastily departed to England and a Republic was established in Portugal, a gleam of hope flushed the land. Now at last the people were free men, left to make untrammeled choice of guardians and administrators of national affairs.

At the end of nine years the pleasing illusion is beginning to fade. Common people discover that for them the difference between Monarchy and Republic is not so wide or so deep as they fondly imagined. It is harder to live now than in the days when the royal standard flew over the Palais des Necessidades in Lisbon. Every necessary of life is dearer, many quadrupled in price. The demand for increased wages being mainly met by hard bargaining or blunt refusal, strikes follow. Trade is hampered and prices further rise. The public revenue automatically decreasing, the Government set the printing press in motion, and produce fresh supplies of slimy notes. Town and country are snowed under. Paper money lies thicker than leaves in Vallambrosa.

THE LOST INDEMNITY.

In measures resembling a neighbouring country Portugal was buoyed up with assurance that a war indemnity, earned by sacrifice of blood and treasure in alliance with the Entente, would rectify the balance, possibly leaving a pleasing surplus of ready cash. One hundred millions sterling was the sum joyously talked of in the streets and the cafes. Up to the present time all that has been realised is possession of German ships, some seventy all told, interned in Portuguese ports on the outbreak of war.

In conversation on this subject one recognises a disposition to hold Great Britain responsible for the result, with consequent feeling of resentment. Meanwhile the crop of paper money exceeds in growth any other in what remains one of the richest agricultural countries in the world.

At present there are no signs of disorder in the provinces. Ministerial crises in the Cortes repeatedly succeed each other. New Ministries are formed, more or less enjoy a brief existence, and give place to new ones. But it is all done in the course of a day's business, and the men of the Republican Guard, who, rifle in hand, sentinel every passage and doorway in the Legislative Chamber, make no sign.

AWARENESS OF POLITICS.

The civil population is equally indifferent to these undramatic exits and entrances. They are aware of political machinations, from which long experience has taught them no practical issue in the form of higher wages, more food and wine and clothes, is likely to emerge. Under the Republic they possess to fullest the outer garb of political freedom. Manhood suffrage is universal. The only conditions of exercising a vote in Parliamentary elections are that a man should be able to read and write and has been at the pains of seeing that his name is entered on the Parliamentary Register. At the last General Election of the 600,000 electors in Lisbon qualified to vote, only 12,000 went to the poll.

That is a significant fact pointing to the main source of the condition of affairs in Portugal to-day, industrial and political. Men of social and business position testifying to natural ability and steadfast character, systematically stand aloof from the arena of politics, as if it were fatally tainted. To tell the truth, they are not indisposed to enter in private conversation that it is.

As for the population at large, as the figures quoted from the Lisbon poll indicate, they do not think it worth while to walk into the polling booth to give their vote.

The inevitable result of this state of things is that the Cortes becomes a negligible quantity and ministers figureheads, suspected of being concerned more with making something out of their brief term of office than of administering its affairs for the benefit of the nation.

TARDY LEGISLATION.

Only the other day a new Ministry met the Cortes at the opening of a Session without presenting any definite programme of legislation such as forms an imperative preliminary in the House of Commons assembled in analogous circumstances. In its place the Prime Minister issued a general statement of governing

principles, irreproachable in the purity of its moral axioms, but containing no promise of attempt at legislation. There are four matters of urgent importance to Portugal which cry aloud for legislative action. Most pressing is the financial situation. Next in order come agriculture, transport and industrial questions generally.

The Colonial problem is also beginning to loom large on the stormy horizon. One of the earliest and most vigorous pioneers of colonisation, Portugal to-day ranks in respect of land area the third colonial Power in the world. Some of the colonies are beginning to grow restless under the insipidity of the Home Government, and a movement, if not yet towards actual independence, in the direction of fuller freedom from home restraint, adds to the embarrassment of the Government.

These matters are, I have reason to believe, seriously engaging the attention of a small body of the class of men who, if they should finally resolve to put their hand to the plough, would work wonders in what is needlessly a distressful country.

THE KING OF THE HIGHWAY.

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JAPANESE CHEAP LABOUR.

SWEDISH ENGINEER'S OPINION.

An interesting statement made to the *Streakey Daybook* by Mr. I. Hahne, a Swedish engineer, who has just returned from a business tour to Japan, is noted by a correspondent of the "Trade Supplement" of the *Times*. It gives the results of Mr. Hahne's investigations as to the situation of trade in that country and of future trading possibilities.

He states that wages in Japan have enormously increased during the war, and since its conclusion, "cheap labour" is not a tradition. Not only so, but owing to the efficiency of Japanese workmen still being on a low level the existence of some industries is threatened through the greater cost of living and the higher wages which have necessarily to be paid. Among others, this is the case with the great shipbuilding industry which rapidly developed during the war, but which being now without subsidies is declared to be in difficulties.

The native industries in Japan have been rapidly developed in all branches in recent years. Merchandise formerly imported was chiefly limited to the imitation of such goods and machines as can be manufactured in Japan without placing great demands on the skillfulness of labour. Taken as a whole, there has scarcely been any development in the types of machines made. As a consequence special machines, the production of which requires greater

measure of constructional capacity or manufacturing skill, have the best and most certain market in Japan. On the other hand, a less complicated machine or industrial product can certainly find a market there provisionally until the native firms have learned how to produce a more or less favourable copy.

Mr. Hahne proceeds to state that false marks of origin are often found on Japanese native industrial products, giving the appearance of being imported goods. It is noted, however, that these products, with few exceptions, are derived from less important firms. The big, well-known firms apply very strict business methods, which certainly stand on a level with the West, and in many cases surpass them. In conclusion he mentions the favour with which Swedish steam turbines for ship propulsion and for land work with electrical generators are being received in the country.

Putnam Weale has lived all his life in China; he knows more than any other novelist who has written a Chinese novel, but he never forgets that he is a European, and above all, a Politician. Therefore, clever as his books are, they all present the picture from the European point of view. They are incomparably superior to any other novels written about China, for Putnam Weale is a master of prose; he is a great writer. His "Indiscreet Letters from Peking" is a classic, and ranks with Marco Polo, Cellini, Borrow, and other great authors who have presented their personal impressions of life with vivid flashes of genius. All his novels are far beyond the average, and his descriptions of China are not only accurate but also picturesque. Yet I am astonished that a man living the whole of his life in China should always be moved by the same impulse. He sees the grandeur of Peking, the industry of the Chinese, their love for money, but he has never got inside their lives and their minds. They remain a mystery which he does not solve. He never seems to realize that the Chinese are superior in every way to the foreigner. He does not think they are. He will tell you what is going to happen—politically. His opinion is always sound. But he cannot tell you how the Chinese think for he has never got inside the Chinese mind. No foreigner ever has.

I have a collection of novels dealing with Chinese life. Some are preposterous, as "Mr. Wu" which many think a remarkable study of the Chinese mind. Many are written by missionaries, and I presume that "My Chinese Days" comes under this category. Most of the missionary novels are not real live people; they are simulacra. For there is no sympathy between the author and the people described.

The Chinese move through all life like puppets. Comic or tragic as the impulse awings this way or that. There are many novelists, such as the author of "My Chinese Days," who give us clever descriptions of China, but the Chinese who appear in such stories are not real live people; they are simulacra. For there is no sympathy between the author and the people described.

The Chinese move through all life like puppets. Comic or tragic as the impulse awings this way or that. Chinese novels have built up an entirely false idea of the Chinese. They have encouraged us to think that the Chinese are a decadent race capable of being eternally bullied. I am afraid that one day we shall find that we have made a mistake. The Chinese take long views and are patient, but we must not press too much upon that patient

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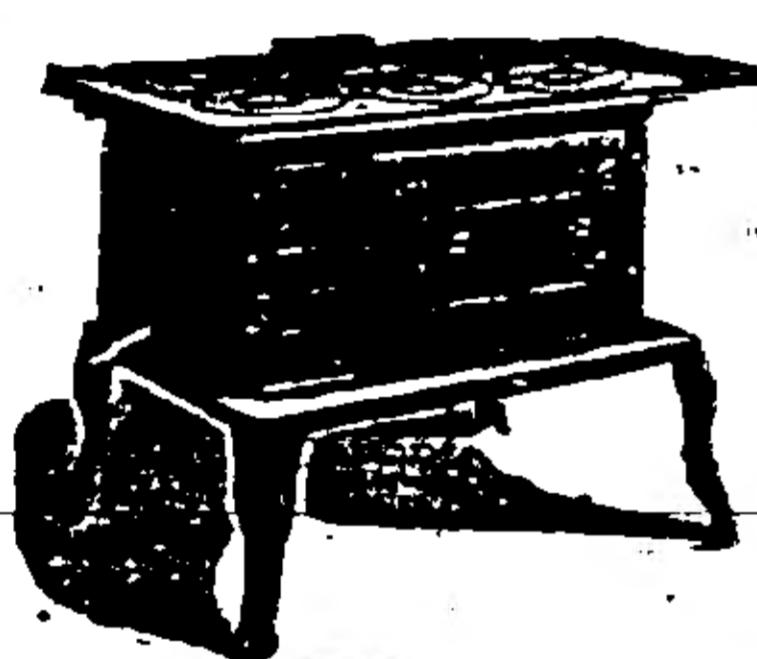
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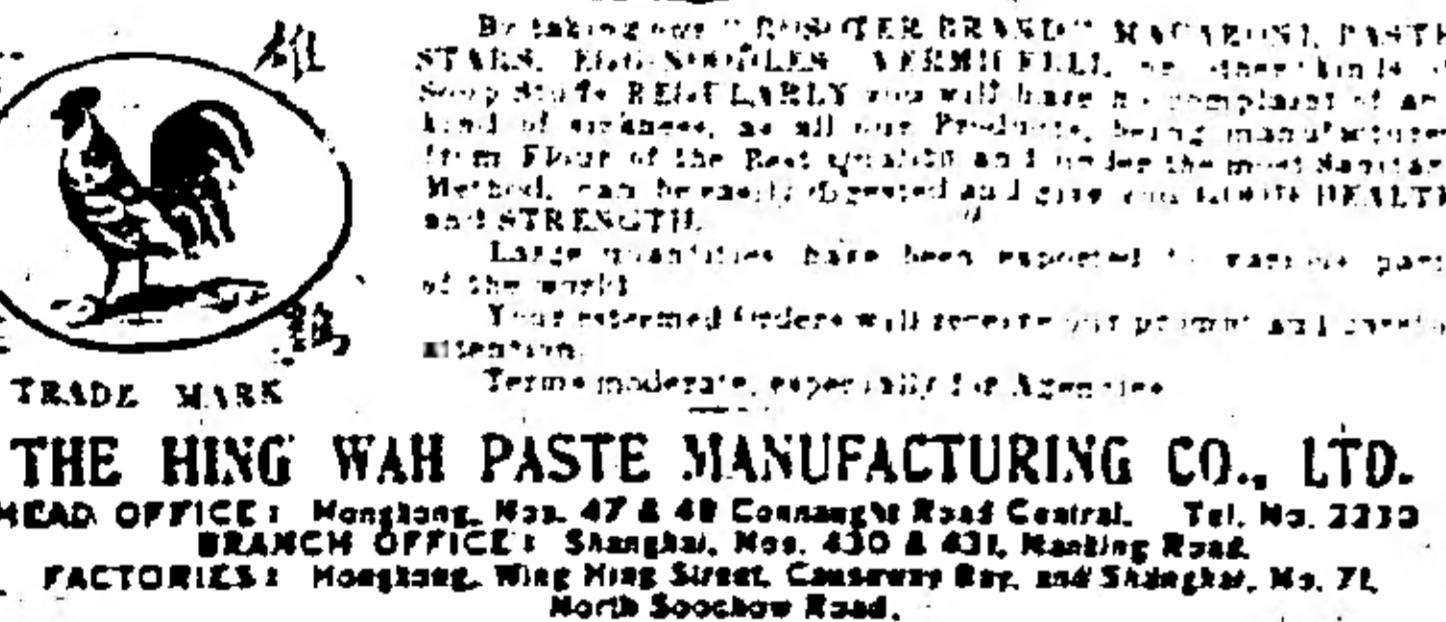
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ARMIES AND FLEETS.

CAN THE LEAGUE CUT THEM DOWN?

H. Wilson Harris writes in the Daily News:-

The Great War was going to end in war. Obviously, therefore, it was going to end the necessity for armaments—at any rate for excessive armaments. That is no mere contention of pacifists. It is the avowed and reiterated policy of the chosen representatives of the Allied nations. They have pledged themselves to get armaments reduced drastically, and as earnest of their good faith they have already put their practices in a spectacular form by stripping Germany and Austria of their armics and fleets.

That is an excellent beginning, but a beginning argues a continuation, and the presentation of Army Estimates of £125,000,000, with Air Estimates and Naval Estimates to follow, may serve to remind citizens of one country in particular that they are hearing much less of continuation than they would like. It is true that at the initial meeting of the Council of the League of Nations Lord Curzon laid emphasis on the necessity of tackling the question of armaments without further delay. It is true also that the matter may be raised at the next meeting of the Council in a concrete form. But this is essentially a case where the good intentions of the statesmen need the stimulus of a sound public opinion behind them, and at a moment when the public is beginning to interest itself in earnest in the question of the general execution of the provisions of the Peace Treaty, it is well that it should inform itself fully on the undertakings embodied in the Treaty in the matter of the limitation of armaments.

GENERAL LIMITATION.

If the Allies at Paris were determined on anything they were determined on the disarmament of Germany. No one is likely to criticise that resolve so far as it went. Its execution constituted one of the soundest pieces of work projected at the Peace Conference. But the disarmament of Germany is a small thing, in itself. Its importance lies in the possibilities it opens up of a general limitation of armaments throughout the world. To do the Council of Four justice, it recognised that, and the military, naval and aerial clauses in the Treaty of Versailles were accordingly prefaced with the declaration that the restrictions involved were being imposed on Germany in order to render possible the initiation of a general limitation of the armaments of all nations.

"If you will make a statement of these facts over your signature I will correct any erroneous statements which I have heretofore made. The material which is coming from South Dakota, Illinois and Ohio convinces me that I was modest in my statements."

"Gen. Wood, if you are not familiar with what is going on in your behalf, for the Presidency, I take leave to assert that unless you familiarize yourself and correct it you will bring disgrace upon your name, upon your party and upon your country."

"It is up to you as a soldier and as a man to come out boldly and meet these facts and either show the public that they are unfounded or else repudiate the men who have manifested their determination to control the National Convention through the use of money."

Senator Borah sent the telegram just before departing for Michigan to speak in the interests of the candidacy of Senator Johnson, of California.

and action of the several Governments."

(c) stipulated that "after these plans shall have been adopted by the several Governments the limits of armaments therein fixed shall not be exceeded without the concurrence of the Council."

In such language what is in some respects the most urgent duty of the League of Nations stands defined. The attitude of the League towards the task has a twofold importance. Primarily, and most obviously, there is opened up the possibility of attaining an end hitherto dismissed as hopelessly visionary, the reduction of armaments by international agreement. Invaluable as that would be, the effect on the League itself of success in carrying through an achievement so notable would be hardly less beneficial.

THE LEAGUE ON TRIAL.

The League at the present moment is on trial at the bar of public opinion. Virtually everyone wishes it well. But belief in its principles is one thing, and belief in its capacity to translate those principles into actuality another. What the central, and determining, mass of the public of all countries is waiting for is to see the League prove itself in action. It will get support if it works. But will it work?

The armament question is a test case. The world is being ruined by the cost of armaments. America is refusing money to Europe because Europe is squandering its substance on battleships and Lewis guns and tanks. The League has been charged by the Council of the Allies with finding it as "one of its first duties". If it shows itself ready to grapple with that duty forthwith and discharge it, its prestige, and authority in world affairs will be established. If it falters or fails it will stand naked to the attacks of its critics.

U. S. PRESIDENCY.

GENERAL WOOD'S CAMPAIGN METHODS.

Washington, March 19.—Reiterating his charges of excessive expenditures in the interest of Major Gen. Leonard Wood's candidacy for the Republican Presidential nomination, Senator Borah, Republican, Idaho, telegraphed to Gen. Wood to-day to-day declaring that unless the practices of the Wood campaign were corrected they would bring disgrace upon your name, upon your party and upon your country.

Information from various States, the message added, had convinced Senator Borah that his previous statements about the Wood campaign expenditures were "modest." The text of the message follows:

"Press dispatches state you claim the attack upon you was to sway the voters of Michigan. You are in part correct."

"It was intended to sway the voters not only in Michigan, but in the United States. I know of no other tribunal to which to appeal to correct these practices. But it can only be effective provided the facts I stated are correct. It is within your power to give to the people of Michigan and other States a list of your subscribers, the amount which you are expending, the amount which you propose to expend, for instance, in Ohio and Illinois.

"If you will make a statement of these facts over your signature I will correct any erroneous statements which I have heretofore made. The material which is coming from South Dakota, Illinois and Ohio convinces me that I was modest in my statements."

"Gen. Wood, if you are not familiar with what is going on in your behalf, for the Presidency, I take leave to assert that unless you familiarize yourself and correct it you will bring disgrace upon your name, upon your party and upon your country."

"It is up to you as a soldier and as a man to come out boldly and meet these facts and either show the public that they are unfounded or else repudiate the men who

THE NAVY.

IMPROVED LOWER-DECK ACCOMMODATION.

At a cost of over £1,000, the Admiralty have approved of certain alterations being carried out in the light cruisers of the "C" and "D" classes to improve the accommodation of the lower deck ratings. The changes agreed upon have probably been suggested in evidence before, or recommendations of, the Welfare Committee set up early last year, which Mr. Long said on March 17 had just concluded its first sittings, and had rendered a series of very long reports dealing with an immense number of subjects. No Board of Admiralty, said the First Lord, will ever fail to its recommendations the most sympathetic and most careful consideration.

In 10 of the "C" cruisers, those of the *Cæsar*, *Centaur*, and *Caledon* groups, it is approved to install a mess for all artisans in the after lower mess deck on the starboard side. The present chief petty officers' and petty officers' bathroom is to be enlarged by bringing it farther out amidships. Hooks for hanging up coats are to be fitted in enclosed messes and bathrooms, and similar hooks are to be supplied in the "D" light cruisers. The estimated cost of carrying out the alterations in the "C" class is £43 per vessel.

An artisans' mess is also to be fitted in all the ships of the "D" class, and the chief stokers' and petty officers' bathroom will be enlarged by an extension aft to include the present diving room. Part of the coal and wood store will then be appropriated as a diving room. To provide space for the petty officers' reading room, the spare torpedo is to be landed, and a passing room is to be used during non-working hours. The after control position is to be utilized for the chief petty officers' reading room. The estimated cost in the "D" class is £860 per vessel.

WAR TROPHIES AT CRYSTAL PALACE.

100,000 RELICS IN GIANT MUSEUM.

The Imperial War Museum, which the King will open on June 9, will occupy the Crystal Palace for four years, pending the provision of a permanent home.

Exhibits will total upwards of 100,000, and the fine consignments are now being moved in.

writes a *Daily Chronicle* representative. The whole collection will illustrate every phase of the nation's war life, at home and on the fighting fronts.

For three years, after the War Cabinet had approved the formation of the museum, committee has been collecting material of every description. This, incidentally, is in striking contrast to the casualness of previous generations which have left in London's keeping only a pair of kettle-drums as the sole souvenirs of Marlborough's campaigns, and five field guns and 200 cuirasses as the mementoes of Wellington's battles.

At the Palace there will be everything from a tank to a flag-drawbridge, from an 18-inch Naval gun to a toy mascot. There will be sections relating to the doings of Navy, Army, Air Force and work of women. In the wide array will be—

British guns with memorable records,

Tanks and munitions,

Army trophies,

Trench warfare models,

Naval and military guns,

Relics from famed ships,

Submarine equipment,

Models of many sorts,

Epoch-making documents,

Maps and charts,

2,000 or 3,000 art. exhibits,

including pictures,

50,000 photographs,

21,000 war-time posters of various nations,

Representative contributions from overseas forces.

Captured trophies.

"The museum scheme is to record for historical purposes the effort of every department of the nation during the war," the *Daily Chronicle* was informed. "Otherwise much material, which by and by would have a special value, would be in danger of being lost or destroyed."

Among the things that have passed into the possession of the Museum Committee are innumerable Army reports, orders, and memoranda; and, although all will not be suitable for exhibition purposes, they will be greatly prized by the historian.

NOTICES.

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THE NEW NOVEL.

CHANGE IN FICTION FORESHADOWED.

Sir Philip Gibbs writes in the *Daily Chronicle*:—
In a recent article on the subject of "Dear Books," and the handicap against unknown writers, I made a suggestion that fiction would probably undergo a change of form, and that the plot novel would be replaced by new methods of technique, in which the excitement of the narrative would depend more upon the revelation of mind and the philosophy of life.

For this I have been criticised, and in one letter the accusation is made against me that I disparage the works of the great masters of English fiction.

"Are we really going to be so foolish?" asks the writer, "as to give up our Dickens, Scott, Hardy, and Stevenson, and replace them by the exponents of what may be called the neurotic school?"

I hope we are not going to be so foolish, nor is there any likelihood of that folly. So far from suggesting it, I believe that our best knowledge of human nature, and much of the richness of our national genius, are still to be found in the works of these immortals to whom I would add the names of Fielding and Smollett, Jane Austen, Thackeray, and Meredith. Who has not read their novels, or who tires of reading them, is ignorant of the spirit and truth of English literature and life.

NEW TIMES, NEW METHODS.

But that is no reason at all why there should be no change in the form of fiction. Shakespeare was supreme as a dramatist, and it is unlikely that this world will ever produce another so wonderful in wisdom or art, but since his time, and to-day, drama has departed from the form in which he shaped the structure of his plays, and is constantly changing its conventions and techniques, so that a Shaw or a Harris may express new aspects of truth in new ways.

My feeling about fiction is not that the great masters were mistaken in their methods, they were great, and therefore right for their time, but that by the ordinary process of evolution we may expect a new school of writers who will work out a different form of narrative.

I am convinced that after the violent history of the past six years or so, the conventionalised, depending upon an artificially constructed plot which works out to a pre-ordained conclusion, in which all the threads are nicely tied up, will no longer delight or satisfy the great reading public, which demands a surer touch of truth, having come to know the realities of life, and having tested many old fables by the acid bitterness of their own souls. They will ask for a bigger vision of life than was given to them by novelists who put a pretty "love-interest" into a romantic setting, and after a series of improbable adventures in which their characters behaved with incredible idiocy, made all things right by happy marriage.

PIONEERS OF A NEW TECHNIQUE.

Of course we have better novelists than that, a brilliant crowd, indeed, which has already broken with those conventions, and my criticism is restricted to the larger number of second-rate people who still keep up the old tradition of sloppy fiction, not realising that it is doomed, because most of their readers are now educated beyond it.

H. G. Wells has been an iconoclast of those pretty putty-faced insincerities, and has used fiction in a fine easy way to embrace real problems of modern thought, developing a new technique with singular power and skill, as all must admit, though they may disagree with his philosophy.

Cecil C. Mackenzie was, in my opinion, the pioneer of a new technique in English fiction when he wrote "Sinister Street" and its succeeding volumes. Joseph Conrad stands alone in his own line as a master of psychological narrative in which the things that happen are transmitted to the knowledge of the reader

THE 1920 "NUT."

"WAIST LINE" AND AN "EASY CHEST."

What will the 1920 Nut be like? To get a glimpse of the New Year's beau ideal young man a *Daily Chronicle* representative approached several well-known authorities upon the subject of man's dress, including the principals of Messrs Pope and Bradley, who claim to dress young men specially, and learned this:—He or "It" will be found strolling along Piccadilly during May in a checked or light grey lounge suit, buttoned in front with one or three buttons. "Two buttons only" will be, severely taboo.

The Nut will have a distinct "waist line" and what they call in high tailoring circles "an easy chest." This last point is undoubtedly due to his Army career, which the Seafarers' High Priest has had to reckon with.

His coat will be easy-fitting and well defined in contour. Its lapels will be soft rolled, and not pressed. Splits at the back will not be seen, for they are out of date. There will be a breast pocket, with a gay little silk pouch fluttering therefrom.

But perhaps the most noticeable feature of all will be his other pockets. These will be straight out and flapless. Nothing much can be kept in the mod. n pocket without spoiling the shape of the clothes—in fact, the really well-dressed man should carry his money, keys, and odds and ends either in a trouser pocket or a light coat pocket.

Added to these other features, the spring detonair will have bright velvet headgear, mostly plain socks and shirts, and the trouser crease will be in its accustomed central position.

The only double linen collar which will be worn by the fashionable young man will be one with very squared corners; otherwise the single collar, winged or tabbed.

We rarely have requests for other little oddities of a by-gone generation such as the bob pocket and the lappelled waistcoat nowadays," said the dress specialist. "There is a sort of outgoing individuality expressed in the fashions of the year."

through different temperaments, affected by those actions and reactions.

Our school of fiction has not been without life or progress of late years, though it has had to struggle against the invincible dislike of the English public, before the war, to any aspect of truth (I do not mean nastiness) which would disturb his sense of complacency, or his romantic attachment to sugar-and-cream.

Now, after these years of strife and agony and disillusionment, people are living truth boldly, asking big questions, staring into the face of the future, with wondering eyes, and looking at life without rose-coloured spectacles. That state of mind is bound to produce change in our national literature, and, I fancy, it will be seen in the novel best of all.

VITAL AND VIBRANT.

Nor need it be neurotic in tendency. On the contrary, I think it will be vital and virile. The new novelist is likely to paint his pictures of life on a broader canvas than before, having travelled far afield in his adventures of war. He may deal with big crowds and big movements of men, instead of limiting his art to a suburban environment.

It is possible that he will strike deeper at the foundations of the faith and philosophy of humble souls, and become more interested in the life of those who make up the great mass of humanity than in little intellectual cliques, and little neurotic societies.

I do not pretend to prophesy the exact form in which this fiction will be written—we await the newcomers—but it is hardly doubtful that a new school of novelists will be created out of all the emotion and experience of recent history, and that its methods will not be on traditional lines. But Dickens, Thackeray, Scott and Meredith with not be displaced from our shelves or from our hearts.

PUBLIC AUCTION.

By order of the Mortgagors Messrs. Lammert Brothers have received instructions to sell by

PUBLIC AUCTION.

on Friday the 25th day of May, 1920, at 3 p.m.,

at their Sales Rooms Duddell Street, Victoria, Hongkong.

The following valuable leasehold property situated at Victoria in the Colony of Hongkong.

All that pier ² parcel of ground situate at Victoria aforementioned registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Masque Street, Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1853. Annual Crown Rent \$1.24. Area 1,440 square feet.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER

Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagors

or to

Messrs. LAMMERT BROS.

The Auctioneers.

Hongkong, 14th May, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 19th May 1920,

commencing at 11 a.m.,

at their Sales Rooms, 6 Duddell Street.

100 cases Salamander U. V. P.

Brandy 10 Three Star

20 MacLaren's Dry Gin

20 Old Tom

Gin 20 Merveille's Peppermint

23 Sherry

7 Jamaica Rum

5 Burgundy

3 Creme de Menthe

2 Angostura Bitters

2 Champagne

12 Biscuits

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs.

Mr. Geo. P. Lammert has received

instructions to sell by Public Auction on

Tuesday, the 18th May, 1920,

commencing at 3 p.m.,

at their Sales Rooms, Duddell Street.

The Steamer "DAGMAR"

as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg.

921 tons net Reg.

1900 tons deadweight capacity 17 feet mean draft

Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salved, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid.

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NOTICE.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

The thirty-ninth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undesignated on Tuesday the 25th May 1920, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 11th May, both days inclusive.

JARDINE MATHESON &

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General Agents.

Hongkong, 3rd May, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received

instructions to sell by Public Auction on

Friday, the 21st May, 1920,

commencing at 11 a.m.

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(For account of the concern—)

1717 bags ANTIMONY ORE

(Stored at Kowloon Godowns)

1730 bags ANTIMONY ORE

(Stored at West Point Godown)

(total weight 3712 piculs)

Inspection orders can be had from undersigned

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

Hongkong, 7th May, 1920.

PUBLIC AUCTION.

By order of the Mortgagors

Mr. Geo. P. Lammert has received

instructions to sell by

PUBLIC AUCTION

on

FRIDAY

The 21st day of May, 1920,

at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situated at Victoria in the Colony of Hongkong, viz.

ALL THAT piece or parcel of ground situated at Victoria aforementioned and known and registered in the Land Office as SECTION 1 of SECTION C OF INLAND LOT No. 1417 Together with the messuage erected thereon known as No. 20 Aberdeen Street Victoria aforesaid. Term 999 years created by a Crown Lease dated the 16th day of June 1898. Proportion of Annual Crown rent \$6.50. Area about 952 Square feet.

For further particulars and conditions of sale apply to

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Prince's Building, Ice House

Street, Hongkong.

Solicitors for the Mortgagors

or to

Mr. GEO. P. LAMMERT.

The Auctioneer.

Hongkong, 7th May, 1920.

NOTICE.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to weather conditions the following dates have been fixed:

Final Open Championship Singles, Tuesday, 18th May.

Final Open Championship Doubles, Thursday, 20th May.

Challenge Round Open Championship Singles, Tuesday, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until Friday evening, 14th May, after that date they will be transferred to Messrs. Moutrie & Co. PRICE \$1. each.

ADVERTISE YOUR WANTS.

WANTED—A BARONETCY.

CONDITION TO INHERIT £250,000.

The Master of the Rolls and Lord Justice Warrington and Younger, in the Appeal Court recently, decided that the bequest of £250,000 by the late Mr. C. W. Wallace, a member of a firm of India merchants, to his son on condition that the son should become a member of the baronetcy, or superior privileged order, was good in law.

The matter arose upon an appeal by Captain Charles William Wallace, D.S.O., the surviving son of the testator, and the testator's three daughters from a judgment of Mr. Justice Eve holding that the bequest was good in law. The appellants contended that the bequest was bad as offending against public policy, and the argument on their behalf turned mainly on the alleged seals of honour. The appeal was dismissed.

ETHICS OF TITLE-HUNTING.

It appeared that the testator, who died in August, 1916, leaving about a quarter of a million, by his will directed that this amount should, subject to certain life interests, be held upon trust for his son, Captain Wallace, conditional upon his acquiring the title of baronet, or other title superior thereto. Captain Wallace had not hitherto acquired a baronetcy or other superior title.

The trustees of the will took out a summons to have it determined whether the gift to Captain Wallace was void as offending against public policy. Mr. Justice Eve held that it was not, because "baronetcies and other high honours were in the majority of cases conferred as rewards for meritorious service." Against this Captain Wallace appealed.

The Master of the Rolls, in giving judgment, said he did not think the adviser of the Crown would be embarrassed in the conferment of honours by the fact that by recommending Captain Wallace to a baronetcy they would secure to him a large sum of money, or by the fact that if they refused to recommend him for such honour they would secure a large sum to the Treasury. Indeed, not much stress was laid on that point in argument.

The main burden of the arguments was that baronetcies were sometimes conferred for services other than political, and that in politics the result of this bequest might be that the legatee might be induced to render services to a political party irrespective of his conscientious convictions, or to use sordid and dishonorable means to obtain a title.

It was indisputable that such a thing might happen, and such conduct would be generally reprobated. But the mere possibility of such a thing happening was not sufficient to make the bequest bad or offending against public policy, and this was not like the Earl of Bridgewater's case, where the bequest was made conditional upon the legatee obtaining a peerage, which would involve legislative rights. Under these circumstances he acquiesced in the judgment of the Court that the appeal should be dismissed.

"BARREN TITLE."

Lord Justice Warrington said the question was whether it was made out that the bequest had a tendency injurious to the public interest. A baronetcy was a barren title involving no duties to the State or the public except those which were cast on every good citizen. In this respect it differed from a peerage. The public neither gained nor lost by a baronetcy being conferred. If the holder of the

U. S. SUBMARINES.

WAR FORCE SAID TO BE INADEQUATE.

Washington, March 29.—The navy's submarine force was entirely inadequate to meet the demands of war against Germany. Rear Admiral A. W. Grant, formerly in command of the Atlantic fleet submarine force, testified to-day before the Senate committee investigating the navy's conduct of the war.

The submersibles, he said, were too small, of widely different types, of small radius of action, inadequately armed and poorly designed as to engines.

"It took nearly two years of propaganda to get the Navy Department to realize the importance of building submarines capable of combating the 800-ton German U-boats," the witness said.

Admiral Grant said that soon after the United States entered the war he was instructed to prepare and send fifteen submarines abroad. He told the department, he said, that if such an expedition arrived at the Azores islands safely the vessels would have to be laid up for repairs practically all of the time, as they had been since they were commissioned.

Four submarines of the "K" type finally started overseas, the Admiral said, although one had to be towed because neither engine would run. He read the log of the trip to show the continued engine troubles and minor casualties that characterized the voyage.

When the submersibles reached the Azores the K-1 was entirely disabled, the officer said, the K-2 was available for limited service, the K-3 slightly better off, and the K-6 entirely ready for duty. He added that pre-war plans for use of submarines contemplated their operation from bases on the American coast.

Most of the opposition to his plan for larger submersibles before the war came from the Navy General Board, the officer said.

Baronetcy had proved himself a good citizen he would not become better by becoming a baronet, if he were a bad citizen a baronetcy would not make him a worse.

From one point of view, indeed, the bequest had a tendency to the public good because it tended to induce the legatee to do public service in order to qualify for a title. If the state of public morality were such that the donee might be tempted to obtain title by direct bribery of those who advised the Crown, the position might be different. Happily such an attempt might be regarded as out of the question.

Lord Justice Younger said the law permitted the utmost eccentricity to testators in the disposition of their property. That being conceded it was not immediately obvious how the public good was likely to be menaced by this bequest. Distinctions usually conferred for public service might sometimes be obtainable by means less commendable, not to say less reputable. At the same time the desire of recognition of public service was neither mean nor unworthy.

And here the fact that the capital was eventually to go to the State if a baronetcy were not obtained would operate as a warning to the legatee, if warning were necessary, that pecuniary blandishments offered for the purpose of securing a title were, as the French would say, hors concours.

At the root of the argument for the appellants lay always the question of whether the maintenance of party government was

THE MAN WHO IS AFRAID.

THE SUB-CONSCIOUS MIND.

A medical specialist writes in the *Daily News*:

The obsession described by the writer of a recent article in the *Daily News*—"The Fear of Open Spaces"—is not at all uncommon, and is perfectly well known to medical science under the name of agoraphobia—"fear of space."

I am acquainted with a number of people with exactly the same obsession, who will every day of their lives skirt round two sides of a London square rather than cross it diagonally. They find comfort in the shelter of the houses, and terror on leaving the friendly shadows for more than a few yards.

But there are a far larger number of people who have the opposite kind of fear: the fear of closed spaces—"claustrophobia." They cannot remain in a room, even in their own homes, with the door shut; and their bedroom door cannot be closed if they are to sleep. Nothing will induce them to enter the Tube; and even the Underground has its terrors.

The fear is a vague one, they say, and rest, as far as they know, on no experience of danger or terror in the past in some similar situation. To anyone who has studied the psychology of the human mind, however, it is quite clear that it is traceable to some experience, almost certainly connected with fear, in childhood, which may even be quite forgotten consciously, and yet in the subconscious mind has remained as a disturbing factor.

Let me give an example from my own practice. A patient had the same fear as your contributor, and in addition a very real fear of a hot day. Physically he was not affected by heat; but mentally he was in a panic.

It was discovered that as a young child he had been compelled to sleep alone in the dark for months at a time in a lonely attic; where he lay awake almost always until dawn, so paralysed with fear that the normal function of sleep could not overcome his conscious dread of the dark. Years have passed, and as a man, he has naturally risen above any fear of darkness. But, by a curious process of reversal, which is quite well known and understood in psychology, the latent fear has attached itself to the opposite of darkness—the light which came at dawn to end his agony, and give him sleep.

The cure is based partly on the fact that exposure of the cause, with its associations and complications, and a full and frank discussion of all the ramifications of thought linking it up to adult life, will, so to speak, drain away all the pent-up abnormal energy connected with it, and in so doing bring relief. Partly, too, the cure is brought about by supplying to the mind positive ideas of mental dominion, on the theory that an individual has the right to decide what shall not come into thought.

There is no need for the "Man Who Walks Alone" to be discouraged because he has not yet overcome his dread. I have seen many such bogeymen disappear from the minds of men and women, and in so doing bring again the freedom desired and yet despaired of.

or was not for the public good. It was entirely beyond the functions of the Court to have an opinion on it. Nor could it condone to express an opinion, if it had one, without abandoning that impartiality which public policy in the highest sense required it to maintain.

The appeal was accordingly dismissed.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship

S. S. "LAKE GILPIN."

From CALCUTTA via RANGOON, PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on May 15th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 17th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators.

U. S. SHIPPING BOARD

Hongkong, 10th May, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship

S. S. "VENEZUELA"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

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PACIFIC MAIL S.S. CO.

Hongkong, 10th May, 1920.



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The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 14, 1920.

THE TURKISH TREATY.

Slowly but surely the Allies are putting into the category of things settled—the many problems that came as a concomitant of their victory in the Great War. The task of framing Treaties with all the late belligerents must have been an arduous one—the result of which it is easy to criticise with very little recognition of the many difficulties that had to be encountered and overcome. There has been plenty of criticism for the Treaty of Versailles, and there has been little sparing of adverse comment in the case of the Austrian and Hungarian treaties, the Bulgarian treaty, and the settlement of the Jugo-Slavia question. One can very easily anticipate unfavourable comment on the Turkish Treaty, the main terms of which were made public in Hongkong yesterday by Reuter's cable. We do not question seriously whether the ideal conception of how all these matters should be settled varies very much in any disinterested country, but in the absence of an attainment of the ideal owing to conflicting interests and racial prejudices, there has to be an attempt to meet the wishes of all—an attempt that results in a very great deal of grumbling. It is an instance of the old ruling that by trying to please everybody you please nobody. And so if the Allies are looking for any praise for the new Treaty with Turkey they will be disappointed. But the framing and presentation of it does register another step in the long road towards complete international re-adjustment.

One cannot read the provisions of the Treaty without realising that the Allies have left very little room for Turkey to be the nuisance in Europe that she has been for so many years. Because of that we can forgive a great many other things. Turkey deserves no place in Europe, as a glance at her recent history will show. The power for evil that she has exerted in Armenia and Cilicia would be sufficient alone to convict her of unsuitability to reside longer in what is perhaps the oldest civilised continent of the world. The record of massacres perpetrated in the name of a cruel religion makes very morbid reading. One is inclined to think that the history of the Powers dealing with Turkey is a further exemplification of the maxim "Spare the rod and spoil the child." One or two very clear indications that such conduct could not be permitted would have put a stop to what developed into horrifying expressions of hatred. By the Treaty now handed over Turkey is shorn of a great deal of that power for evil, and at that we rejoice. It may be that if the government of the country gets into enlightened hands a change will manifest itself, but not before that time should the Allies consider for one moment a modification of their terms as regards territory. Just enough of Turkey has been left in Europe to give her sovereignty over Constantinople, but even the granting of that has been made conditional on future behaviour. All the details of the Treaty, affecting military strength, the payment of reparations, privileges, to the Allies, etc., make interesting reading and could well be made the basis for much comment. But it is not our intention to indulge. One very important point is that providing for the navigation of the Straits, including the Dardanelles, the Sea of Marmora and the Bosphorus to be open in future both in peace time and war time to all merchantmen, warships and aircraft without distinction. So important is the entrance to the Black Sea from a commercial point of view that this very desirable right of unfettered entry should have been secured long ago.

There is one condition imposed which appeals to us more than any other, and that relates to Turkey's future duty of protecting minorities within her borders. The rule of modern government is that the majority shall prevail, but together with that must go a protection of all subjects who exercise their right of thinking differently. Failing that protection, governance becomes tyranny and oppression. Development in man's conception of his duty towards his neighbour has brought him to realise that tolerance is not only humane but essential. Governments of civilised countries have realised it and there should be every effort made to spread the acceptance of it. The basic idea of the League of Nations is protection of the weak, and it is a step in the right direction that one of the most important concessions to Turkey should be made dependent on the observation of this all-important principle of conduct. When the time comes which shall witness a universal practice of the rule, then will be heralded in the days of "peace on earth" for there will have passed away the sense of war—the

NOTES & COMMENTS.

INTERPORT POLO.

It is many years now since Hongkong enjoyed the experience of witnessing polo matches. In pre-war times they were a regular feature of the Colony's sport, and old residents look back with decided interest on the interport contests which always aroused keen rivalry. Particularly do we recall the series of games between teams of British officers and American military men from Manila. Our polo ground at Causeway Bay is again being got ship-shape, and already practice games are being indulged in. We see from a Shanghai paper that the Polo Club there has had its annual meeting and amongst the matters raised was that of interport games with Hongkong. A skeleton programme for the season was decided upon, games to be played on Tuesdays, Thursdays and Saturdays. In view of the possibility of Hongkong issuing a challenge for the Keswick Cup, it was resolved that at least two chukkas, each evening should be devoted to games between "Possibles" and "Probables" to enable the Committee to select a team to meet the visitors. An endeavour is also to be made to encourage "novice" matches, in which the Committee is to assist players in every way possible. Owing to the number of returned men, mostly members of the Light Horse, who have joined or rejoined the Club this year, a very interesting and busy season is looked forward to by the Committee. It will thus be seen that Shanghai is taking very seriously to polo these days, and if the interport game comes off, a big effort will no doubt be made to retain the trophy. Our hope is that Hongkong is not letting the grass grow under its feet.

THE STUDENTS' LATEST.

The Chinese students in Peking, who have been "on strike," are again dictating to the Government what it shall and what it shall not do. A telegram which we published yesterday stated that these youngsters have notified the President and the State Department that they will resume their studies when the Government announces the cancellation of the Military Agreement with Japan and rejects the proposal for direct negotiation on the Shantung question. The presumption of these youthful upstarts almost equals their lack of a sense of proportionate values. What on earth schoolboys have to do with international issues like these we should very much like to know. The whole trouble, of course, is that these students have been used as tools by certain so-called politicians to further their own ends. They are the spoiled children of the nation, and they presume to think that in their hands lies the eventual disposition of big political problems. What they need is a close and personal acquaintance with the powers of the case as an instrument of punishment. It is self-evident that they can know nothing of the matters upon which they so freely advise the Government. The cheek of these youngsters is almost without limits.

HARD WORDS.

In our comments from time to time on America's attitude towards the Peace Treaty we have always urged that the United States owes it as a duty to humanity to take a living interest in the affairs of the outside world. We have even said that European nations look for American help and sympathy in dealing with the big problems of the day. Some have accused us of being too pointed in our references on this matter. But here is what an American journal says:—"America can no longer sit back and scorn Europe for not putting things right in the danger-corners of the earth. The world will not let the United States forget it is shirking its international duty. Lloyd George, answering an interpellation in the House of Commons about America, said:—

"Up to the present we have only received requests from America to protect Armenia without any offer to assume responsibility. There is a terrible sting in this bland statement. America has no answer. Americans are appealing at this moment to Great Britain to protect the Armenians from the Turks. But America is horrified at any suggestion that it is Uncle Sam's duty to lend a little help himself. If Great

DAY BY DAY.

ANY GREAT REFORMER WILL FIND LESS PRACTICAL DISCOURAGEMENT IN THE OPPOSITION OF BAD PEOPLE THAN IN THE INERTIA OF GOOD PEOPLE.

There was one non-fatal occurrence of cerebro-spinal fever notified yesterday, the sufferer being a Chinese.

A year's hard labour was to-day given to banish it as the reward for his persistence in returning to this Colony, from which he was banished in June of last year on a long term.

A burglary was last night carried out on a house in Yee Wo Street, in the Wan Chai district. One of the culprits was caught by the Police, and at the Police Court this morning was remanded. In this burglary, clothing and other property to the value of \$5.45 were stolen.

Inspector Caygill told a story of greed at the Police Court this morning. A thief whom he had arrested stole a hulky piece of timber from a certain house in Yau Ma Tei which was in course of erection, and when detected and chased would not let it go. The thief acting as a handicap to his agility, he was overhauled. A sentence of three weeks' hard labour was passed on the thief by the Magistrate.

The present building, which was formerly the German Club, being inadequate to meet the needs of the school, construction is being undertaken of a additional building for St. Joseph's College. This will be situated on the lower side of the playing ground. The question of a boxing school in connection with the College has been under consideration, but owing to the lack of room, the idea has so far not been found possible of accomplishment.

A Chinese profiteer was to-day brought to justice by Inspector Earner, who complained that the man had a pair of scales which operated against his customers. Much illicit profit must have been gathered in by this man, who keeps a fruit stall in Shauki-wan. He had found the pair of scales too balanced to suit his tastes, and had gone to the extent of tying a string of cash to one end, with the consequence that an additional ten per cent weight went against his customers. He was fined \$10, or two weeks, by Mr. Hutchison.

In the opinion of many motorists, all embankments ought to be protected by the erection either of a low wall or stout iron railing. The Automobile Association might do worse than take this matter into consideration and advise the authorities on it. I don't wish to be an alarmist, but it will be too disastrous results at such spots.

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protected by the erection either of a low wall or stout iron railing.

The Automobile Association might

do worse than take this matter

into consideration and advise

the authorities on it. I don't

wish to be an alarmist, but it will be too

late after the event.

What on earth has gone wrong

with the weather? Hot one day,

cool the next, and torrential

rain the day following—variety

enough, anyhow. Last year the

Clerk of the Weather had it in

for sportsmen by sending a long suc-

cession of wet week-ends. It looks

as if he is going to repeat the per-

formance this year. All of which

is causing a great strain on our

vocabularies.

The Tennis League is early in

trouble through the coming of

these wet spells. Last Saturday

one of the Kowloon Clubs could

get off their ties; and there ap-

pears every prospect that the same

will be the case this week-end.

Can't the Residents' Association

do something in the matter?

What's the matter with the

new Kowloon Fire Station?

It appears to have reached a stage

of suspended animation. Have

the contractor's funds run out, o-

r is the rain causing the stoppage?

I don't expect Kowloon to be

burnt down, but it's time some-

body got busy.

Kowloon Cricket Club debuts

are going strong, I hear.

The reckoning is now being done

in thousands. Good luck to the

scheme!

DROWNING THREAT.

Because he had refused to hand

over certain land about 100 men

assembled outside the residence

of Mr. J. G. Alcorn, the High

Sheriff of Galway. They entered

his house, and after binding and

hand-cuffing him repeated their

request. He again refused, and

was immediately taken to a lake.

His wife followed in a trap, and

implored the men to release her

husband. This they refused to

do. They then asked Mr. Alcorn

if he wanted to see a priest. He

replied that he did, and a priest

was sent for, and afterwards

ordered to go away. Mr. Alcorn

was then taken to the edge of the

water and forced to jump in.

He was held under water until

he lost consciousness.

He was then pulled out and

given artificial respiration.

He was then taken to the

Hospital and given medical

attention.

He was then taken to the

Police station and charged

with assault and battery.

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AGAINST TEUTON PLAN.

Mr. H. H. Raymond, president of the Clyde and Mallory Line Steamship Companies and president of the American Steamship Owners' Association, recently gave out a statement regarding the association's action in passing a resolution that the Shipping Board refuse to sanction any plan by which ships of American registry be allocated to the Hamburg-American Line for operation with the support of an American owned steamship company. He said:

"Washington dispatches to this morning's newspapers stated definitely that the steamship company which desires to secure American ships from the shipping Board, tonnage and place the Hamburg-American routes from Hamburg to the ports of foreign world markets is the American Ship and Commerce Corporation, or what is generally known among shipping men as the Kerr Line."

"American steamship officials are not greatly impressed by the statement that unless the Shipping Board vessels are put upon these Hamburg routes British or other European vessels would take advantage of the opportunity. It should be remembered that British and North European steamships in general would have to go only a little out of their way to receive or discharge a few hundred tons of cargo at Hamburg, while our Government-owned ships could not serve the old Hamburg trade to the Orient, for example, without entirely being taken out of and kept out of American ports and devoted exclusively, or almost exclusively, to the promotion of German commerce."

"While I feel that private steamship owners, with their own American staffs and on their own responsibility, can justifiably undertake to do this, I do not want to see our Government attempt it and practically go into competition with the Hamburg

everywhere he seeking to serve German interests first, and only if we have any ships to spare for Hamburg routes, they should be absolutely under control of American agents at Hamburg."

"All practical steamship men know the spirit that has always characterized the Hamburg-American Company. Nothing can be more certain than that any use by the company of 50 per cent of German and 50 per cent of American ships will be an exceedingly short-lived arrangement."

"The American ships, having served the German purpose and having rehabilitated the German routes, will be cast out at the very first opportunity and any profit that may meanwhile have accrued by the Shipping Board will prove to have been purchased at a heavy price of injury to the American Merchant Marine and American commerce."

"This is a view of the situation which I know is held by American shipowners generally. Our association includes practically all the American owners of sea-going tonnage in the Atlantic, Gulf and Pacific ports of the United States, and our action of yesterday in entering a protest against any partnership with the Hamburg-American Line was absolutely unanimous. I believe the Shipping Board will hear from the exporters, manufacturers and merchants of the country in exactly the same way as soon as they realize that our own Government proposes to put its own large ships as the disposal of the Hamburg-American Company before our own regular steamship services, and particularly our mail and fast freight service, have been properly established."

TRACKLESS TROLLEY CARS.
The Highways Committee of the London County Council has decided to make trial runs with trackless trolley cars on the Eltham-Woolwich route. The experiment with these cars is an attempt to discover whether they are suitable vehicles for the new short routes designed to link up

GOLF.

PROFESSIONAL PAIRS
ENTRIES.

The draw has now been made in the Professional Pairs competition of the Royal Hongkong Golf Club, due to be played at Happy Valley. The first two rounds must be completed on or before 7th June, the next two in the following fortnight, the semi-final the following week, and the final on or before July 5. Forty-two couples have entered, giving ten games in the first round and sixteen in the Second.

The following is the draw in the first round:

W. D. Kraft and E. T. Singer (26) v. E. Newhouse and A. B. Purves (23).

L. W. Taylor and H. M. Edwards (18) v. P. V. Kilgour and F. W. Vining (23).

G. M. Young and E. V. D. Parr (23) v. A. L. Burnie and P. E. de Paravacini (12).

R. Henderson and J. Rodger, Jr. (19) v. J. W. Taylor and R. Hancock (21).

H. H. Gompertz and J. R. Wood (31) v. W. J. Morrison and R. G. Cambridge (19).

W. G. Brown and F. Soupar (20) v. T. W. Hill and K. S. Morrison (18).

R. M. Smith and C. A. Peel (11) v. F. S. Harrison and J. W. Alabaster (15).

C. E. H. Beavis and E. J. Grisell (11) v. L. M. Whyte and A. G. Coppin (36).

A. M. D. Wallace and R. D. Urenmire (21) v. H. H. Hollyoak and J. Owen Hughes (25).

H. West and E. B. Lambert (34) v. D. de R. Newcombe and D. Reid (36).

SECOND ROUND.

The following couples are drawn together in the second, together with the winning couples in the first:

G. W. Sewell and G. H. Wilson (24) v. N. Harper and T. W. Doyle (27).

C. L. Huching and H. G. Bagnall (12) v. W. S. Browne and J. Hooper (26).

J. McLaren and A. K. Henderson (20) v. G. E. Stewart and F. A. Dundas (22).

F. Muirhead and L. S. Greenhill (25) v. R. Bruce and A. C. Leith (15).

E. Grimble and P. J. Falconer (28) v. A. G. M. Fletcher and E. E. Hallinan (32).

G. S. Archibald and E. A. Brand (14) v. W. J. Kraft and E. Newhouse and Purves.

Winner of West and Lambert v. Newcombe and Reid v. W. G. Geggan and Stather (33).

J. C. Fletcher and F. J. Deacon (16) v. W. Corhaby and F. Label (26).

C. W. Jeffries and B. D. Evans (21) v. J. Rodger and G. M. Shaw (31).

A. H. Hollingsworth and R. E. Bird (31) v. R. O. Hutchinson and N. L. Smith (7).

T. H. King and P. P. J. Wedderburn v. A. D. Humphreys and T. R. Chassels (30).

J. L. B. Archer and K. A. M. Tonner (22) v. J. Johnstone and L. N. Leslie (17).

Handicap of the difference between the respective handicaps stated above 1 stroke or over to count one. Should any tiebreaks employed on due date the second named couple in the match passes into the next round.

LAWN TENNIS.

YESTERDAY'S MATCHES.

The Mixed Doubles Handicap event in the H.K.C.C. tournament was completed last evening, when

Major Bowen and Mrs. Timmins (ove 25) beat Major and Mrs. Greenaway in the final tie by two straight sets, the score being 6/3, 6/1.

From the manner in which the match started it looked as though a close tussle

would be seen, for the score was three-all in the opening set.

The Greenaways, however, then fell away badly and only got on more game. The handicap, though not great, was too much

for them. In the early stages,

the losing pair were playing well together, whereas Major Bowen

was doing too much poaching and his partner could not get into stride.

But after the sixth game the situation changed, Mrs.

Timmins getting in some fine work

and showing herself to be a very polished player. On the other hand, Mrs. Greenaway

went to pieces and could scarcely do anything right.

The men did not give a very good

display, whilst the whole match was lacking in attractiveness.

Captain Montsith and Major

Timmins (scr.) met and defeated

F. A. Redmond and J. D. Wright (ove 2/5) in the semi-final of the Men's Doubles Handicap, the

score being 6/3, 7/5, thus qualify-

ing to meet Major Greenaway

and Major Ardino in the final.

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A2743	Till We Meet Again	Waltz Kalaluki Hawaiian Orchestra
	Beautiful Ohio	" "
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EGYPT, EUROPE, ETC.

Sailings PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong Kong (about)	Destination
DUNERA	5,400	15 May, noon	Spore, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	1,400	19th May.	Calcutta via Singapore
			Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th May.	Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.
			SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	17 May, 4 p.m.	Shai, Moji, Kobe, Yama-
			DELTA

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than eight X X I will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points—U.S.A. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

FUSHIMI MARU Tues., 15th June, at 11 a.m.

TAJIMA MARU (Calling Manila) Wed., 26th May, at 11 a.m.

KATORI MARU (Calling Manila) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

MISHIMA MARU Saturday, 22nd May, at noon.

SADO MARU Friday, 18th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU Friday, 11th June.

LIVERPOOL & MARSEILLES via Spore, Cho, Suez & Port Said.

KAMAKURA MARU Friday, 28th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

AKI MARU Wednesday, 26th May, at 11 a.m.

TANGO MARU Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU Sunday, 23rd May.

BOMBAY MARU Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUO MARU Sunday, 16th May.

SANUKI MARU Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Sunday, 23rd May, at 11 a.m.

NIKKO MARU Friday, 28th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABU MARU Thursday, 20th May, at 11 a.m.

TSUSHIMA MARU Sunday, 23rd May.

EAMO MARU Thursday, 3rd June, at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 232 & 233. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Through Bills of Lading issued to U.S.A. and Canadian

Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574 York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly

direct service via Singapore and Port Said.

"HAURE MARU" (Call Marseilles) Wednesday, 30th June.

"HIMALAYA MARU" Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

"PANAMA MARU" Friday, 28th May.

"SEATTLE MARU" Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Saturday, 15th May.

"LUZON MARU" Sunday, 23rd May.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

"MITSUKI MARU" Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-

nightly service touching at intermediate ports in Japan and

taking cargo to overland points U.S.A. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San

Francisco, Panama and Cuban Ports.

"ALASKA MARU" Monday, 24th May.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed., 26th May.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon

passengers and will arrive at and depart from the O. S. K.

wharf near the Harbour Office.

"KAIJO MARU" Sunday, 16th May.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 20th May.

"SHISEI MARU" Monday, 14th June.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Quayside Building.

**AUSTRALIAN
ORIENTAL LINE.**

HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrived Hongkong Leaves Hongkong

from Australia for Australia.

TAIWAN 19th May. 24th May.

CHONGMING 17th June. 22nd June.

This steamer is fitted with Refrigerating machinery, ensuring

a plentiful supply of ice, fresh provisions etc. and has superior

accommodation with Electric Light throughout and Electric Fans in

the State-rooms. A duly qualified Doctor is carried. Reduced Fares.

Cargo booked through to all Australian, New Zealand and Tas-

manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 12.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer. Sailing

Steamer. Sailing

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents.

or to REISS & CO, Canton.

General Agents.

Telephone No. 36.

Hongkong May, 14, 1920.

Agents.

Douglas Lapraik & Co., General Managers.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Douglas Lapraik & Co., General Managers.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Douglas Lapraik & Co., General Managers.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

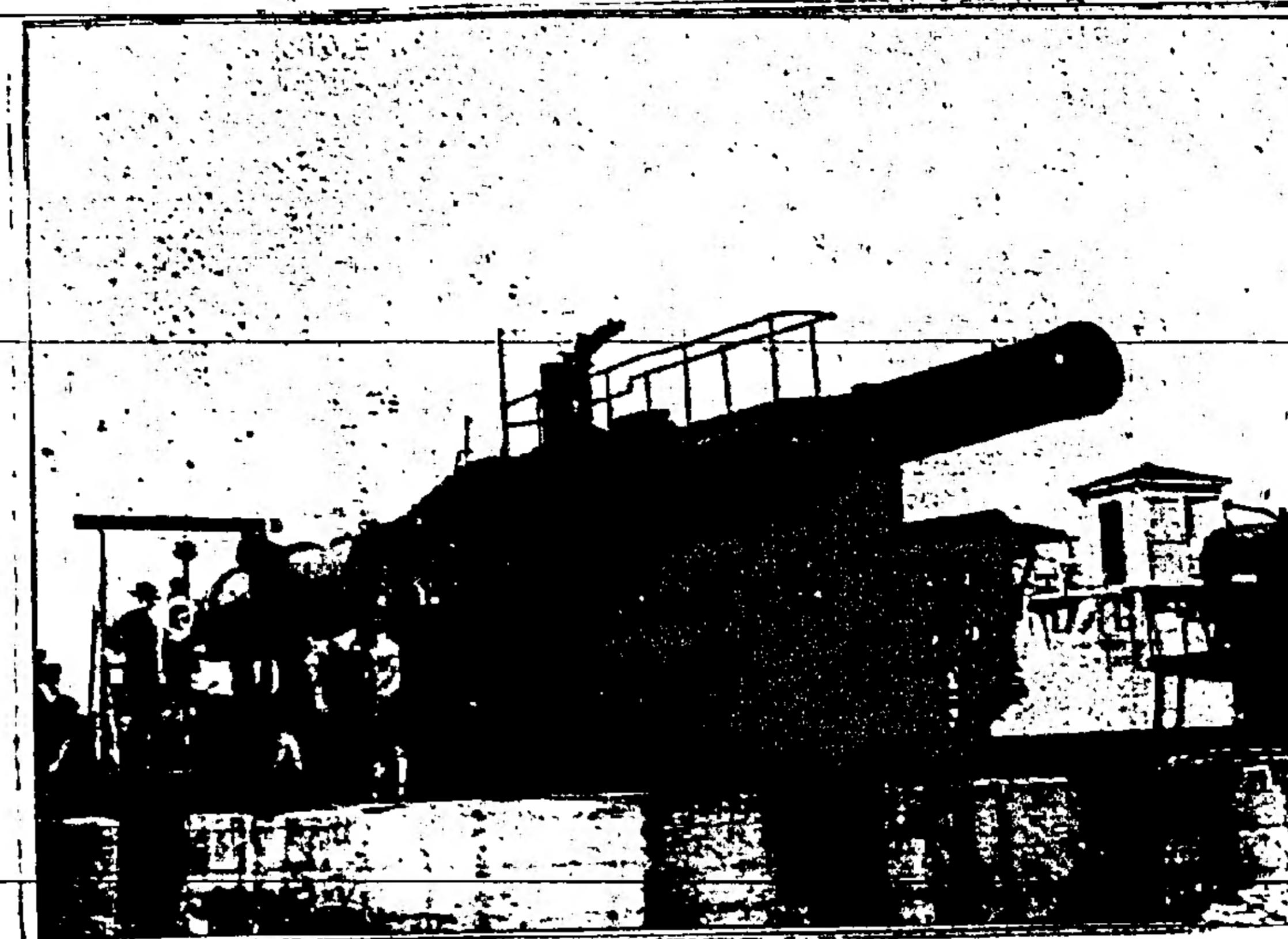
Agents.

TO-DAY'S PICTURES.



SULTAN OF TURKEY.

Here is an exceptional likeness of the Sultan of Turkey. It is the most recent photo and shows the shadow of a soldier saluting cast on the Sultan.



NEWEST DISAPPEARING GUN.

America's latest type of disappearing gun photographed at the Sandy Hook Proving Grounds, N.J., where it underwent its first firing tests.



GEN. SIR GEO. F. MILNE.

General Milne is in charge of the Allied force which recently occupied Constantinople and assumed control of the posts, telegraphs and telephones.



A FINE BOXER.

Above is seen "Boy" McCormick, light heavyweight champion of Great Britain, who has fought 11 times while on tour in the United States and has not tasted defeat once.



EMIR FEISUL.

Emir Feisul, son of the King of Hedjaz, who was recently chosen King of Syria and announced the complete independence of his people. He is the tall figure in the centre.



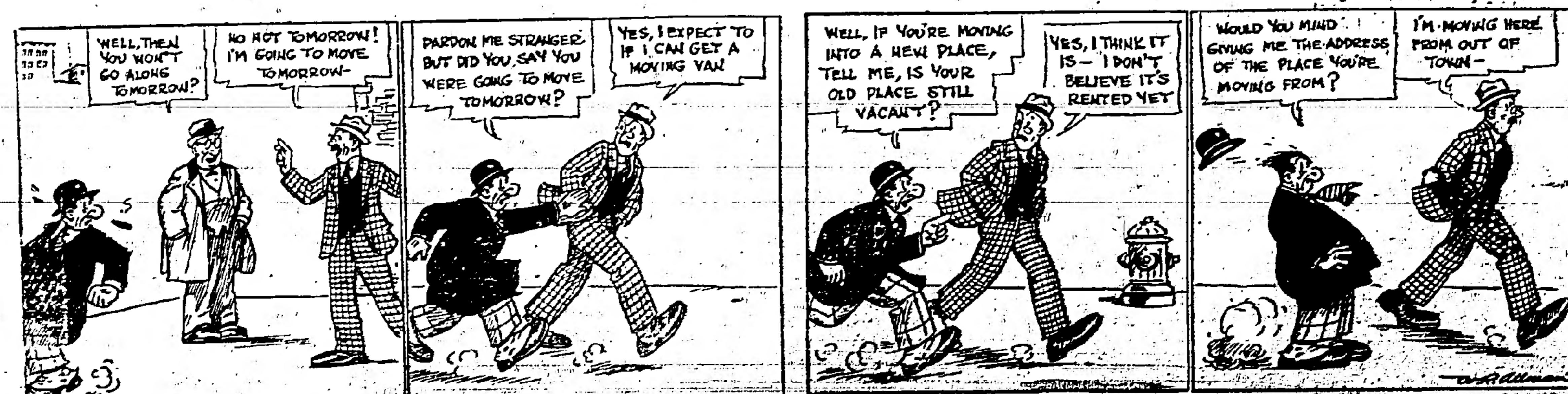
CHRISTENED WITH WATER FROM MARNE.

A bottle of water from the Marne river was shipped across the Atlantic to be used in christening the s.s. Marne, built at the Hog Island shipyard.

DOINGS OF THE BUFFS

TOM COMES CLOSE TO LANDING A PLACE.

BY ALLMAN



THE HONGKONG TELEGRAPH

SHIPPING.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED - 1841.

HEAD OFFICE - 65 BROADWAY, NEW YORK.

CAPITAL AND SURPLSES - U. S. \$25,000,000.00.

LONDON OFFICE - 84, QUEEN STREET, E. C.

R. Haymarket, S. W.

11, Ribury Street, S. W.

Branches & Agencies - throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China; Manila, P.I.; Kobe, Japan, Saigon & Hongkong.

Agents for the following Far Eastern shipping lines: THE CHINESE SHIPPIING BOARD, U.S.A. PACIFIC COAST, JAPAN, CHINA & PHILIPPINES.

For SAN FRANCISCO Direct.

U. S. S. B.

S.S. "WEST HIMROD"

15th May, 1920.

METROPOLITAN SHIPPING CO. GREEN STAR LINE.
NEW YORK.

HONGKONG OFFICE: 1st Floor Powell's Building,
12, Des Voeux Rd.

CHINA MAIL S. S. CO., LTD.

SPECIAL SAILING

S. S. "NILE"

HONGKONG to SINGAPORE.

The S. S. "NILE" will sail from Hongkong
for Singapore direct, Tuesday, June 1st,
at noon, returning or about June 14th.

For full particulars regarding freight or passage apply to:

O. H. RITTER,

Agent.

Telephone, Passenger Dept., 1934.

Telephone, Freight Dept. & Agents, 2161.

THE ROYAL MAIL STEAM PACKET CO.

THE STEAMSHIP

"PROFESSOR"

will sail for Shanghai only on or about the 15th May, 1920, and has excellent accommodation for 1st and 2nd Class passengers.

Fares - First class \$5.

Second ... \$3.

For further particulars apply to -

JARDINE, MATHESON & CO., LTD.

AGENTS.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers
For SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"DELIGHT" - 20th May.

"WEST JAPPA" - 1st June.

further sailings to be announced later.
Thru B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Hotel Mansions.

Telephone 3507.

NOTICE

DO YOU SUFFER

from SKIN or BLOOD DISEASE
from TUBERCULOSIS, RHEUMATISM, ASTHMA,
DIABETES, GOUT, NEURITIS, SPASM, PARALYSIS,
SCARLATIN, DYSPEPSIA, HYPERTENSION,
HYPOTENSION, ANEMIA, ETC.

Clarke's
Blood
Mixture

WILL CURE TWO
PERMANENTLY

YORKSHIRE
INSURANCE CO.
LIMITED.

ESTABLISHED 1884.

The undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOWES & CO.
AGENTS.

MARTIN'S
APIOT & STEEL
PILLS

BANKS

THE BANK OF CHINA.

(Specially authorized by Presi-
dential Mandate of the Republic
of China on the 22nd of November,
1917.)

Authorized Capital \$50,000,000.00
Paid up Capital 12,275,500.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH, 30,21
Connaught Road Central Branches
and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.

London Bankers - The National
Provincial and Union Bank
of England, Ltd.

New York Bankers - Irving
Trust Company.

Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.

Every description of Banking
Business transacted.

Loans granted on approved
securities.

Special facilities for Home
Exchange.

Interest on Fixed Deposits at
the following rates:-

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI
Manager.

THE INDUSTRIAL AND
COMMERCIAL BANK LIMITED.

Head Office: 1, Leys Court Road, Central
Bankers Branch, Luton Concourse,
DOMESTIC & FOREIGN BANKING
SERVICE PROMPT.

Current Savings, and Fixed
Deposits bear Interest at Rates
2, 3, 4, 5, respectively.

J. USING LY.
Manager.

Hongkong, 7th July, 1919.

HOW TO AVOID
INFANTILE AILMENTS.

When there are diseases pre-
valent in the season, it is most
dangerous for Infants and so
great care must be taken in feed-
ing them with proper food; otherwise they will give Mothers
a lot of trouble. To avoid that
trouble is to feed them with
LACTOGEN which resembles
human milk; easily digested and
the promoter of healthy appetites.
It keeps the Infants thriving and
free from all Infantile Ailments.

For full information concerning
LACTOGEN see our Circulars
or consult your Physician.

For further particulars apply to:
J. Using Ly.
Manager.

2, Leys Court Road, Central
Bankers Branch, Luton Concourse.

Telephone No. 159 & 220.

N. LUXD.
Act. Superintendent.

Hongkong, May 6, 1920.

EASTERN EXTENSION AUSTRALIA
& CHINA TELEGRAPH CO.

List of Unclaimed Telegrams
lying in the E. E. Telegraph
Office at Hongkong:-

Almeida, from Manila.

Barrie, from San Francisco.

Bernard Galle, from Weltevreden.

Charles Weber Seaman's In-
stitute, from Laoag City.

Kahn, Hongkong Hotel, from
Cleveland.

Keeshong, from Haikou.

Memur, from Hankow.

Miss Georgenter New-Art, Astor
Hotel, from Hongkong.

Norman Barlow, Hongkong
Hotel, from Richmond Va.

Oswald's American Consul,
U.S.S. Helena, from Portsmouth
N.H.

Rawson, King Edward Hotel
from Shanghai.

D. de H. FARRANT,
Superintendent.

Hongkong, May 6, 1920.

JOHN D. HUMPHREYS & SON.

Arrangements at the Company's office
Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

NIGHT CARS.

As on Week Days.

SUNDAYS.

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

JOHN D. HUMPHREYS & SON.

Arrangements at the Company's office
Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

JOHN D. HUMPHREYS & SON.

Arrangements at the Company's office
Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

JOHN D. HUMPHREYS & SON.

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Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

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Arrangements at the Company's office
Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

JOHN D. HUMPHREYS & SON.

Arrangements at the Company's office
Alexander Buildings, Des Voeux Road.

Hongkong, May 6, 1920.

JOHN D. HUMPHREYS & SON.

Arrangements at the Company's office
Alexander Buildings, Des V

NOTICES.

The "Three Castles" Cigarettes



"The Cigarette
with the
Pedigree"

This advertisement is issued by British-American Tobacco Co. (Pty) Ltd.

POST OFFICE.

The Hongkong Postal Guide for 1920 may now be obtained at the G.P.O. at 50 cents per copy.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIIS.

Japan—Per TATSUNO M., 16th May.
Europe via Negapatam—Per NELLORE, 16th May.
U.S.A. Japan & Shanghai—Per TENYO M., 16th May.
Straits—Per DELTA, 17th May.
Shanghai—Per SUNNING, 17th May.
Shanghai and Japan—Per MISHIKA, 21st May.
Straits—Per TSUSHIMA M., 22nd May.
Australia & Manila—Per TAN-GO M., 24th May.

OUTWARD MAIIS.

TO-MORROW.

Fort Bayard—Per WA SUN, 15th May, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay and Aden—Per DUNERA, 15th May, 10 a.m.
Straits, Bangkok, Calcutta and Aden—Per CADDOPACK

15th May, 1 a.m.
Shanghai and North China—Per TEAN, 15th May, 3 p.m.
Weihsien, Chefoo & Tientsin—Per HUICHOW, 15th May, 5 p.m.

Hoihow, Pakhoi and Haiphong—Per KAIFONG, 15th May, 5 p.m.

Shanghai and North China—Per PROFESSOR, 15th May, 5 p.m.

SUNDAY, 16TH MAY.

Swatow, Amoy & Formosa via Keelung—Per KAIJO M., 16th May, 9 a.m.

MONDAY, 17TH MAY.

Shanghai, North China & Japan via Moji—Per NELLORE, 17th May, 3 p.m.
Shanghai and North China—Per DELTA, 17th May, 5 p.m.

TUESDAY, 18TH MAY.

Swatow and Bangkok—Per LU-CHOW, 18th May, 9 a.m.
Shanghai, North China and Japan via Kobe, Honolulu, Canada, United States Central & South America and EUROPE VIA SAN FRANCISCO—Per VENEZUELA, 18th May, Reg. 9.45 a.m. Letters 10.30 a.m.

Amoy & Foochow—Per HAIHONG, 18th May, 1 p.m.

Amoy & Shanghai North China—Per SHANTUNG, 18th May, 2 p.m.

WEDNESDAY, 19TH MAY.

Mauritius—Per HWAH KUN, 19th May, 10 a.m.

THURSDAY, 20TH MAY.

Shanghai and North China—Per SUNNING, 20th May, 10 a.m.

Shanghai and North China—Per INADA M., 20th May, 10 a.m.

FRIDAY 21ST MAY.

Swatow, Amoy & Foochow—Per HAICHOW, 21st May, 1 p.m.

SATURDAY, 22ND MAY.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MAR-SEILLES—Per MISHIMA MARU, 22nd May, May, Reg. 9.45 a.m. Letters 10.30 a.m.

Philippine Islands, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE VIA VICTORIA B. C.—Per KAS-HIMA M., 22nd May, 10 a.m.

SUNDAY, 23RD MAY.

Japan via Nagasaki—Per TAN-GOMARU, 23rd May, 9 a.m.

TUESDAY, 25TH MAY.

Philippines—Per TAMING, 25th May, 3 p.m.

WEDNESDAY, 26TH MAY.

Philippines Islands, Australia & New Zealand via Thursday Is.—Per AKI MARU, 26th May, Reg. 8.45 a.m. Letters 9.30 a.m.

EXCHANGE.

(Opening Rates closing Rates on Page 11.)

SELLING.

T.F. 4 1/4
Demand 4 1/14
30 d's 4 1/3
60 d's 4 1/12
120 d's 4 1/8

T/T Shanghai Nom.

T/T Singapore 175/4

T/T Japan 151

T/T India 194

Demand, India 194

T/T San Francisco & New York 78/4

I/T Japan 201

I/T Marks Nom

I/T France 12.19

Demand, Paris —

BUYING.

4 m/s. L/C 4/3 1/4

4 m/s. D/P 4/3 1/4

6 m/s. L/C 4/4

39 d/s Sydney and Melbourne 4 4/4

30 d/s San Francisco & New York 89/4

4 m/s. Marks Nom.

4 m/s. France 12.70

6 m/s. France 12.90

Demand, Germany —

Demand, New York 75/4

T/T Bombay 194

Demand, Bombay —

T/T Calcutta 194

Demand, Calcutta —

Demand, Manila 162

Demand, Singapore 176/4

On Haiphong Nom.

On Saigon Nom.

On Bangkok 51/4

Sovereign 4.80 Norn.

Gold leaf per Tael 33

Bar Silver, ready 583/4

forward 583/8

Bank of England rated 7/5

New York/London 3.82 1/4

PREVIOUS.

Day On date On date,

as a sum of a sum per

Barometer 29.75 29.75 29.74

Temperature 73 73 74

Humidity 81 81 81

Wind Direction E E E

Force 5 4 3

Weather 0 0 0

Rain 0.00 0.00 1.31

gauge open air Temperature on sea 13.6 13.6 13.6

Lowest 14.5 14.5 14.5

H.E. Observatory, May 11, 1920.

C. W. JEFFRIES, Director.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks

H.K. & S. Banks b. 620 ss. 625
Marine Insurance.

Cantons n. 445
North China n. 1.160
Unions s. & ss. 195
Yangtze n. 270
Far Easterns n. 1.174

Fire Insurances

China Fires n. 138
H.K. Fires n. 300

Shipping

Douglas n. 874
H.K. Steamboats n. 25
Indos (Prof.) n. 1914
Indos (Def.) b. 200
Shells n. 210/4 ss. 220

Ferries n. 29
Refineries

Sugars ss. 227
Malabons b. 481/4

Mining

Kailans b. 115/4
Langkats n. 17

Shanghai Loans n. 17

Shai Explorations n. 17

Raubs n. 100
Troncs 37/5

Ural Caspians s. 27/6

Docks, Wharves, Godowns, &c.

H.K. Wharves s. 88
K. Docks b. 151 ss. 152 ss. 150/4

Shai Docks b. 131
N. Engineering n. 1.25

Lands, Hotels & Buildings

Centrals b. 106
H.K. Hotels n. 124

L. Invest s. & ss. 117

Hopreys Est. b. 6.50

Kloon Lands b. 40
L. Reclamations n. 140

West Points b. 51

Cotton Mills

Kwos n. 1.685
Kung Yiks n. 1.65

Lau Kung Mows n. 1.423

Orientals s. 1.310

Shai Cottons n. 1.350

Yangtzeapoos n. 1.45

Miscellaneous

Cements b. 7.00 ss. 710

China Borneos Do. Light New h. 8 1/4 & 6 1/4

China Providents ss. 7.10

Dairy Farms s. 26

Electric H. K. s. 21 ss. 20 1/4

Electric Macao s. 34

Hongkong Ropes b. 20

Hk. Tramways b. 6.50

Peak Trans. old n. 6.10

Do. new n. 80 cts.

Steam Laundries b. & ss. 4.50

Steel Foundries n. 10

Water-boats b. 13

Watsons s. 6.10

Wm. Powells n. 13

Wiseman b. 274

NOTICES.



MITSUBISHI SHOKI KAISHA, LTD.

MITSUBISHI TRADING CO.
COAL, GENERAL IMPORTS AND EXPORTS

SOLE PROPRIETORS OF COAL MINES OF TARAK, IMA, OCHI, MUTARE, KISHIMOTO, MOZO, KAMIKAWA, SATO, SHIMONADA, KAMADA, KASA, and OYUBARI.

Agents for SAKITOU COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES: NAGASAKI, KARATSU, W